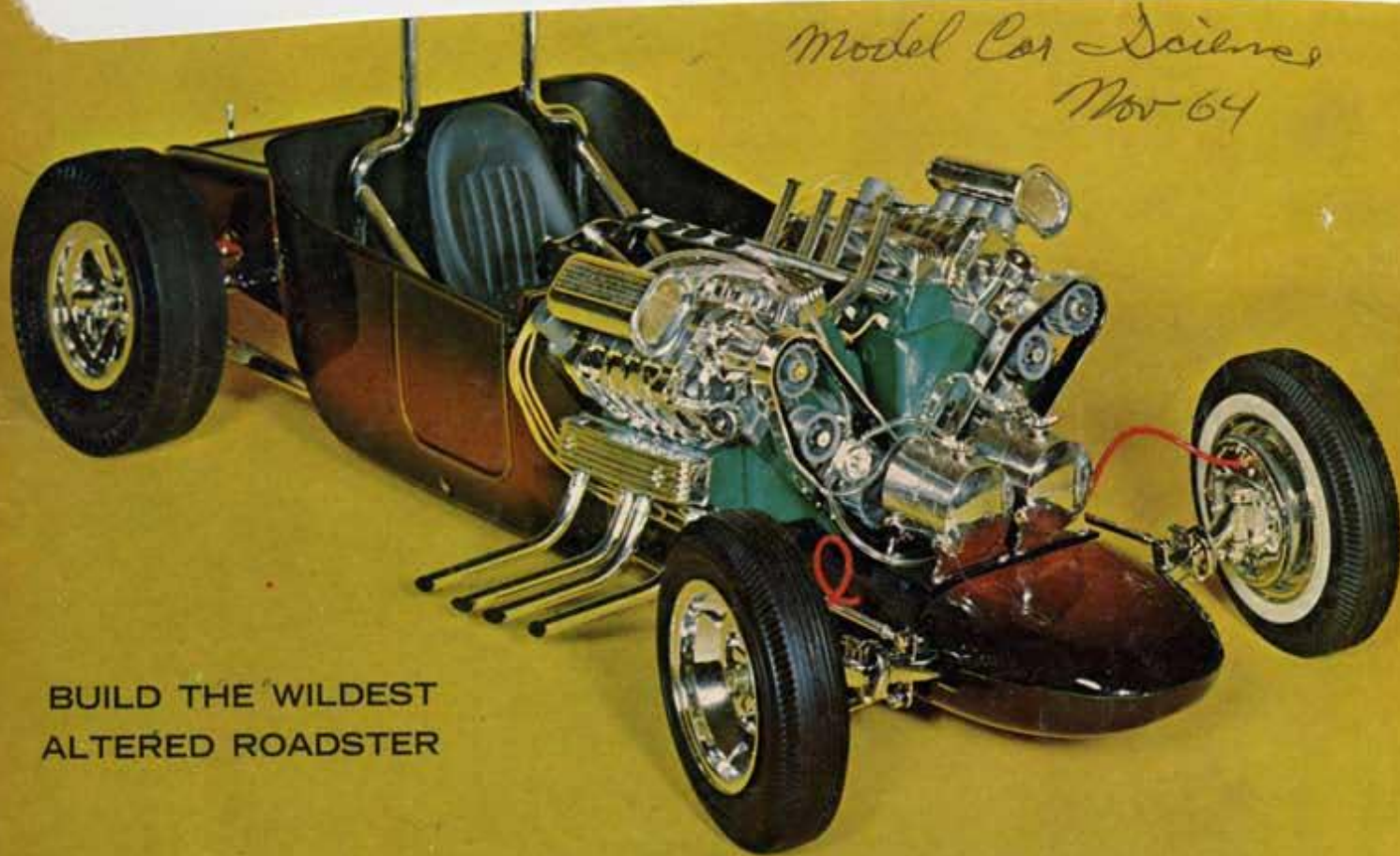


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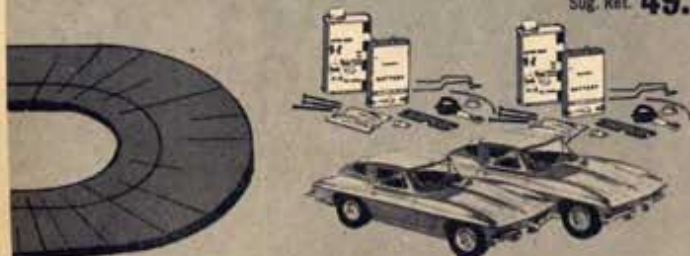


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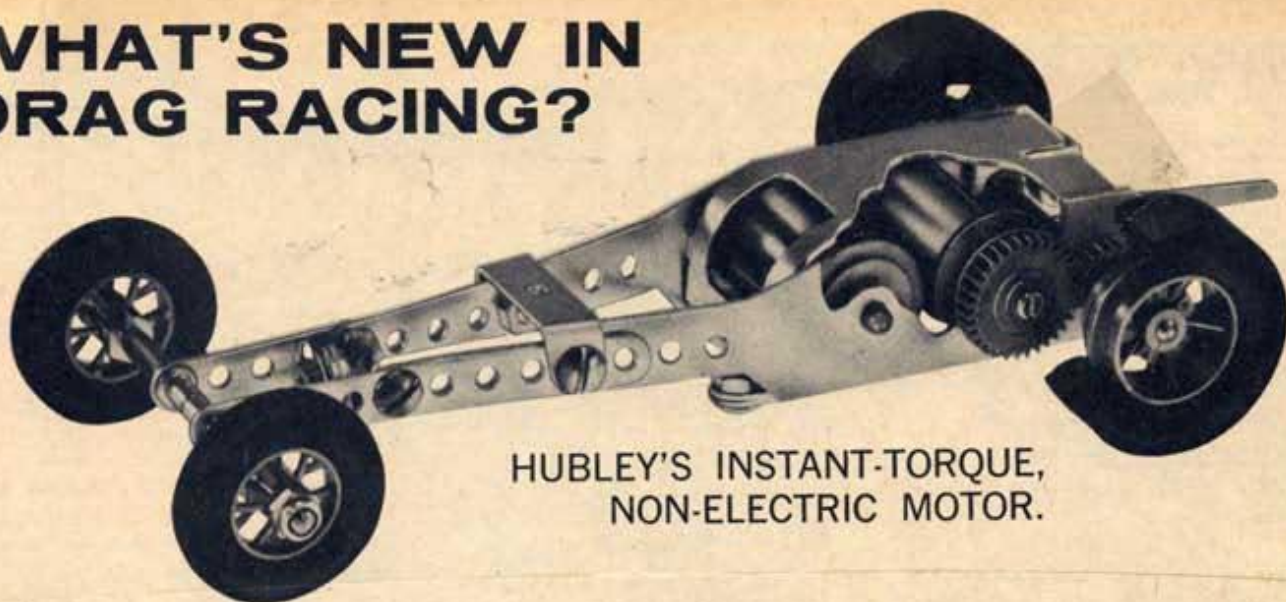
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COVER — Monogram's Big Drag and Lindberg's Exterminator provided the basics for the twin-mill beauty built by Gary Kent and photographed by Vera Sorensen and Jim Farrell. The red surf woody built by Mark Nelson is the Junior National Winner in the Revell-Pactra Custom Car Contest and just a sample of the outstanding cars you'll see in this issue. The slot racing action scene was photographed by Robert Lavelle in Indianapolis.

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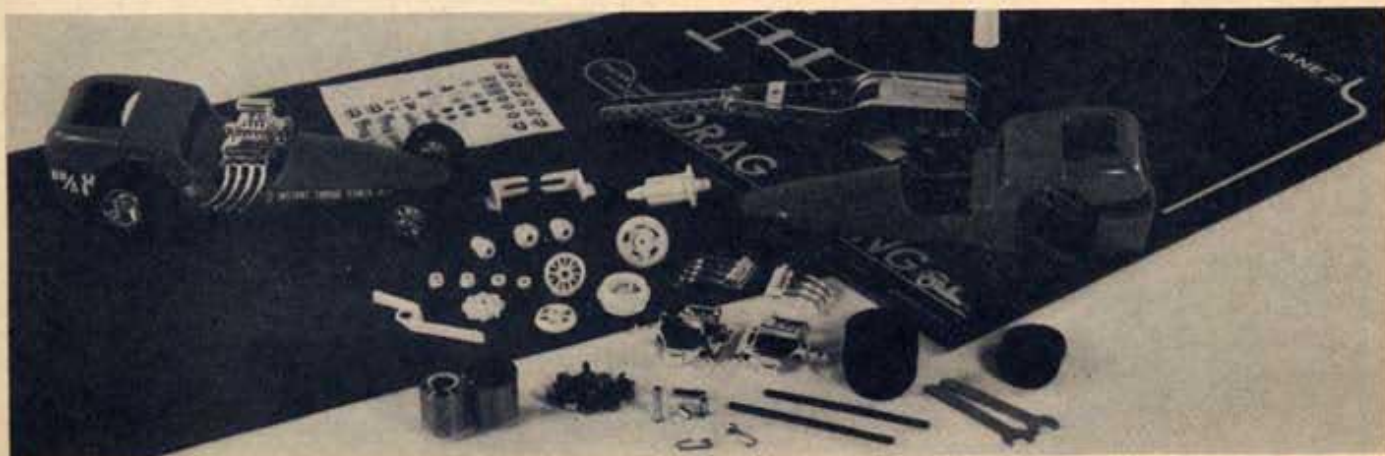
rear axle. Upon release, it rewinds on to the take-up drum. The result is instantaneous full power, constant acceleration. Performance can be hopped up by skillful adjustment and 3 gear changes provided.



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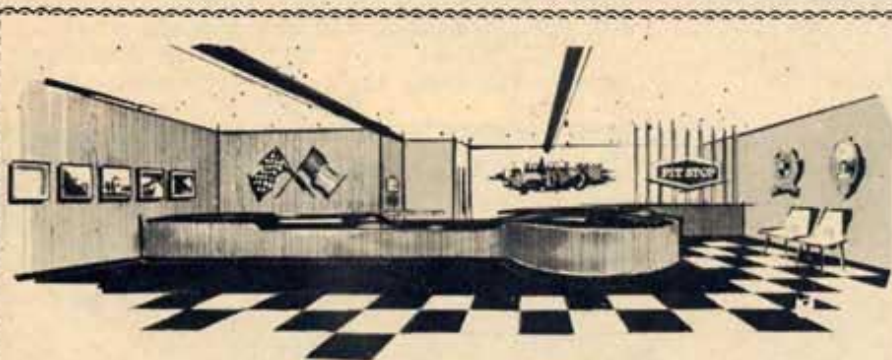
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MODEL

4 Place 'Vette?

I am scratch building an interior for a '64 'Vette hardtop. What is the best material for this? Would a four seater arrangement look out of place here or should I stick to the two seater arrangement?

Jeff Griggs

Port Neches, Texas

Your first question is a hard one to answer. It's just like telling some one what color to paint a car that you have never seen. Nine times out of ten you will pick a color that they do not like and would look awful on their model. I must assume that your model is plastic, so you will be ahead in staying with this material. Various custom seats are available from other kits that would go well in your installation. On your second question, I can be much more definite. Stick to the two seat configuration, unless it is designed to only carry children; there is just no leg or head room for an adult in the back of a Corvette.

Sectioning Problems

Does a sectioned '32 Coupe look too short and too narrow?

David Mills

Port Wentworth, Ga.

Your concept of just what sectioning amounts to must be a little off unless you are considering both a verticle as well as a horizontal sectioning job. Normally a sectioning job involves only the removal of a horizontal slice through the middle of the body. This in no way will affect the overall width of the car, in fact, due to the lower profile, the car will look much wider than before.

It's A Ferrari

In your June '64 issue of M.C.S. on page 59, is car number 18 or the car on the inside lane a Ferrari Berlinetta? If so, could I fit this body shell on a Revell frame.

Roger Miller

Santa Ana, Calif.

You are correct, car #18 is a Ferrari Berlinetta. This one is a Strombecker and is not available as a shell only; the entire car must be purchased. By the time you read this, Revell will have a GTO version of the Berlinetta available that will fit their chassis. This might be just what you are looking for.

Early Corvettes Wanted

I would like to build model Corvettes, year '56 and '60, but I cannot find any of these on the market. Would you

MAIL

please tell me how I could obtain these model kits?

David Huggins
Inman, S.C.

Your best bet for out of date models would be Auto World in Scranton, Pa., or A.H.C. in New York.

Power Packs

Is it possible to use an H.O. power-pack, normally used for H.O. trains on current 1/32 scale track? The D.C. output is from 0-14 volts.

Bruce Skelton
Chicago, Ill.

Your power pack voltage is in the correct range for track operation. If it has approximately one ampere output it will work, but more is to be desired for good operation.

Shelf Model Conversion

I am interested in converting some shelf models into slot racers. They are made by Aurora and are advertised at 1/32 scale. They are a Ferrari and an MG and sell for 49¢. I am wondering how accurate the scale is and if the scale will be right with the Strombecker cars I have?

I would also like to know if the Indy cars also made by Aurora are 1/32nd scale (the Monroe 1920, etc.).

Robert Williams
Yuma, Arizona

These models vary somewhat in scale from one to another. All, you might say, are approximately 1/32nd scale and will look acceptable with your Strombecker cars. If you are planning on using the Strombecker chassis, the MG may not fit due to its shorter wheel base and the lack of any means of adjusting the chassis length.

CATALOG INFORMATION

I would like to know if you have a catalog or know where I could get one on slot racing and model car accessories.

Mike Dunn

There is no one catalog that will cover the entire field of model cars. Some of the larger mail order houses such as Polks, A.H.C. and Auto World have as complete a listing as is available and usually costs no more than 50 cents. Check the list of current advertisers in this issue. Some are almost a catalog in themselves. If more information is required you will find most of the manufacturers have catalogs available but you will have to write them individually.

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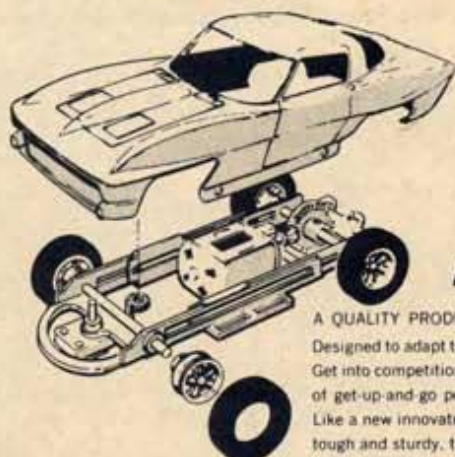
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MODEL MAIL Continued

New Products

In your May '64 issue of Model Car Science you had an article about the Ford engined GT car that was going to be produced by Strombecker on page 24, and an article about the Carol Shelby Cobra Ford body that would be produced by Revell on page 23. I would like to know if these cars are being produced yet and if so, where could I order them by mail?

Rick Christian
Florence, S.C.

Both of these cars should be available by the time this appears in print. Most all of the larger hobby stores do mail order business, check our list of advertisers for one close to you.

Off The Track

On one section of my slot racing track, the road elevates slightly, goes straight for about four feet, dips suddenly then comes up and around into a banked curve. My cars when running along this section climb the hill smoothly but when they hit the dip they fly about three inches along the track and crash through the guard rail. I would like to know how to stop this. I know I should drive slower but do I have to drive unreasonably slow?

Gregory Pierson,
La Puente, Calif.

Your problem is one that all of us that go racing have encountered and, as yet, have not found the answer to. Let's face it, any change in direction your car is forced to make will have a limit as to how fast it can negotiate this change and still not deslot. If you make the dip less severe you will improve the speed at which it can be taken. Installing brakes on your set up would help. The cars could then be slowed just before entering the dip.

SIGNS

Our club is confronted with the minor problem of where to acquire scale signs, like Dunlop, Castrol, etc., to put around our layout and give it this realistic effect.

Jeff Byler
Portland, Oregon

One of the best sources of signs for layouts are the ads appearing in the number of sports car magazines. They can be of various size and if placed in the proper positions on your layout will look in scale. Just remember your perspective and keep the larger ones near the track and the little ones in the distance. There is at least one group of signs on the market by VIP Raceways and all the products advertised in the group are normally used in racing.

WORKING HEADLIGHTS

In reference to the "Light up for Action" article in the March issue of M.C.S., I have an Aurora H.O. scale set up and was wondering how I could lay a third conductor strip for the light. Would it be possible to lay a new tape in the slot and use a copper pin?

David Smith, Millbrook, N.Y.

My first concern would be in finding room inside the car body to mount the lights with sufficient clearance to prevent over heating the plastic, as even the small grain of wheat bulbs will be large in a H.O. scale car. Let's say that you have room so let's proceed to the third tape. It could be installed in the bottom of the guide but if your track is not permanently mounted where the third tape can be one continuous piece, you will have all kinds of trouble attempting to maintain contact between sections. If this does not present a problem, I would suggest you modify your guide using a flex braid for the third pickup rather than the copper pin, being ridged it will wear the tape much faster and any irregularity in track surface will result in loss of electrical contact.

3 IN 1 IS OIL —

4 IN ONE IS CONFUSION

How can a track be wired so that we can have from 1-4 cars on a single lane? We'd sure like to know so we can have stock car races between us.

Bruce Olsen, Los Angeles, Calif.

This project can be accomplished but assuming that such a track was completed without crossovers and turnouts adding to the complexity of the track, how would any one but the lead car win? All this would make it a very expensive layout, much more than the average group could afford. Any method used would almost eliminate the use of the cars on any other track as the pickup installation would have to be modified extensively. The use of diodes in the car wiring (as described in crossover track in the Feb. issue of M.C.S.) would be a start. Then dual pickup strips would be required such as used in the Wren track manufactured in England. All in all, a more conventional installation would be much more practical.

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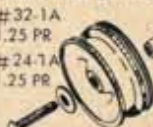
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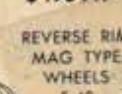
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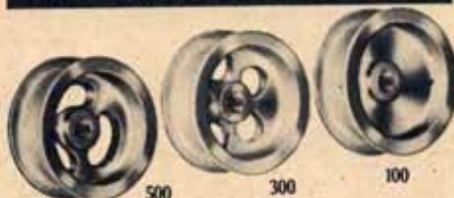
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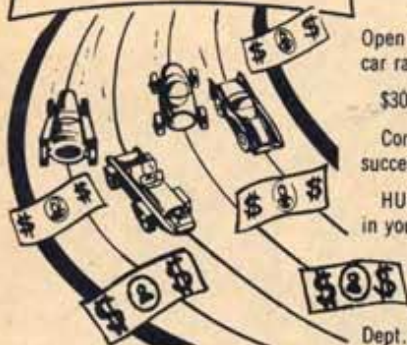
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GLOBE

NEW TO SCALE



Hawk model company is introducing their "Silly Surfers," who are four of the newest characters to the model world. Above is "A Woodie On A Surfari" who is in his "woodie" transporting his surfing gear and blasting jet propelled sand into sunbathers' eyes.



"Beach Bunny Catchen 'Rays'" is a livin' doll who wouldn't be caught alive on a surfboard, so she plays it cool on the shore.

"Hot Dogger Hangin' Ten" thinks nothing of curling his toes over the front of the surfboard and cutting a few fancy capers in the process.



Last but not least, there's "Hodad Makin' the Scene With a Six Pack." This fella is a class cavalier, a bum of the beach. That fun-lovin' family of Silly Surfers may be purchased at your nearest hobby dealer for \$1.00 each.

*

Continued on page 12

MODEL CAR SCIENCE

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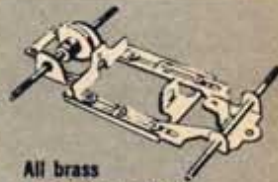
MGA SPORTS CAR • 1/32



Deuce Roadster • 1/32



'34 Ford Coupe • 1/24



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'55 Chevy Hardtop • 1/24



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'58 T-Bird • 1/24



'40 Ford Pickup • 1/24



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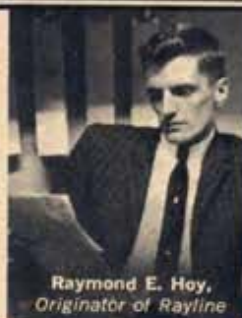
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Corben's precision line of model car racing equipment is now augmented by the new Model 112A Hand Controller and engineered mag-type scale wheels. These two new items, now available from Corben, have been tested over a year throughout the USA. Both are available from your Corben Dealer or contact:



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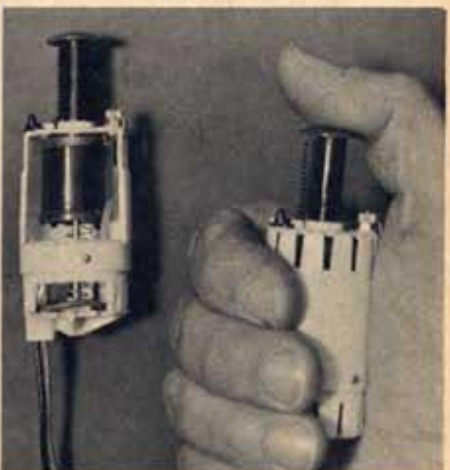
NEW TO SCALE *Continued*



The AMT Checker Flag series now includes the Lotus, powered by Ford, and Agajanian's Willard Battery Special. The new Lotus kit comes complete with a high performance Ford engine with Weber carbs and transistor ignition, or an experimental dual overhead cam set-up to power this Indy competitor. Also in the kit are racing tires, knock-off hubs, disc brakes, roll bar, lounge seat, racing mirrors and a twelve piece exhaust system.

Agajanian's Willard Battery Special, the '63 Indy "500" winner kit, has a Meyer Drake engine, quick change rear-end, off-center fuel tank, disc brakes, Indy racing tires and the new working torsion bar suspension. Both of these models are now available at your hobby store for \$1.50.

*



Now from VIP comes the Varispeed, an all new hand controller which has been custom designed to fit your hand. This controller has 26 settings which can be selected and held mechanically. Spring tension was designed to make racing for extended periods comfortable and non-tiring. A "dynamic braking" system and complete instructions on getting the most from the unit is included. The \$3.95 control may be purchased from your hobby shop or send to, International Model Products, Dept. MCS, 33 Union Square, New York, N.Y. 1003.

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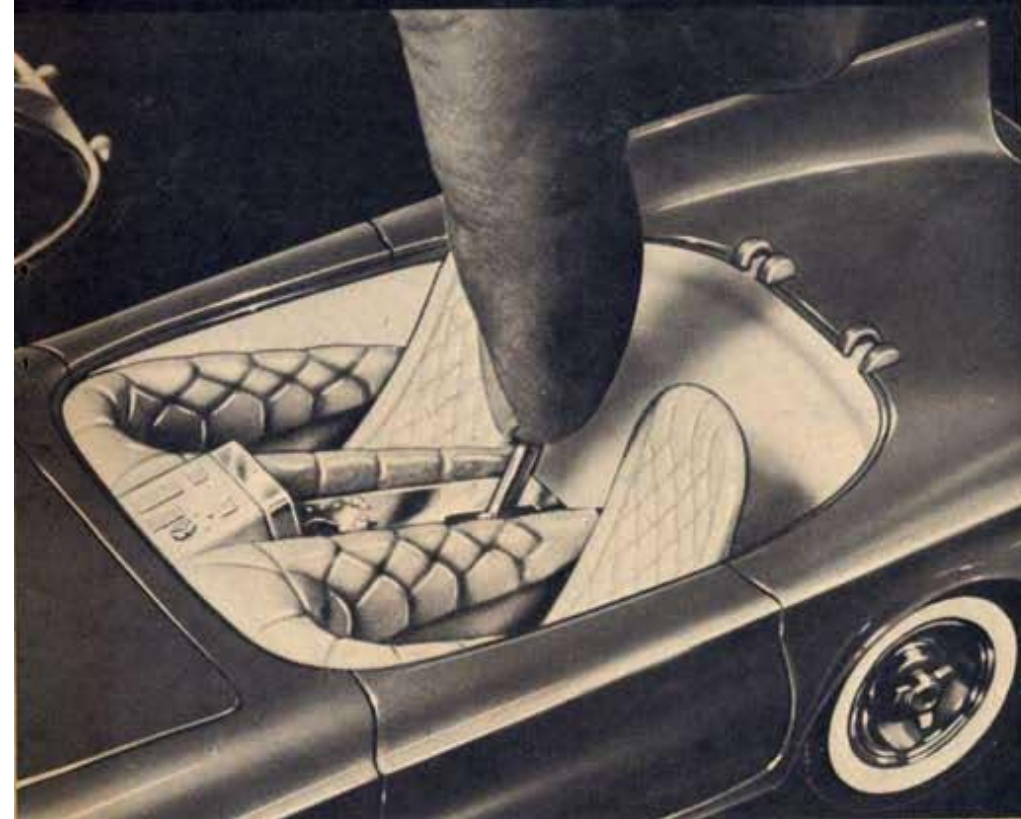
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IN CAR KITS



CLOSE-UP OF PREDICTA SHOWS UNISTICK STEERING IN OPERATION.

MONOGRAM

Considered the "granddaddy" of all bubble-topped experimental "dream" cars, Darryl Starbird's Predicta is now available at your favorite hobby shop.

Monogram's 1/24th scale version of this great show car can be steered by the famous Unistick from inside the cockpit,

Hood of Predicta lifts to display fully-detailed 1957 Chrysler mill with fuel injection.

and offers faithful reproductions of the car's 392 cu. in. Chrysler engine with four Carter carbs backed to a Chrysler automatic transmission. The hood also raises and lowers. Other features include white-wall tires, reversed rim chromed wheels with knock-off caps and chromed firewall.

There are 90 parts in this \$1.49 kit, of which 36 are chrome plated. Other parts are molded in grape, white, clear and black plastic.



Continued on next page



Carter Mullaly, Jr.

Model Car Racing Association, International takes great pleasure in announcing Carter Mullaly, Jr. as the MCRA Coordinator for the State of Oklahoma. His address:

511 Hales Building,
Oklahoma City 1, Oklahoma.

Mr. Mullaly also owns the Miniature Grand Prix Racing Center located at 7508 N. May Avenue, Oklahoma City.

Mr. Mullaly is the State Representative of J. Warren Hull & Associates, making the Miniature Grand Prix Race Center installations for the MGP franchises.

☐ Rush me my MCRA membership kit, including competition license, rule book, decals and pin. Enclosed is \$3.00 for annual dues.

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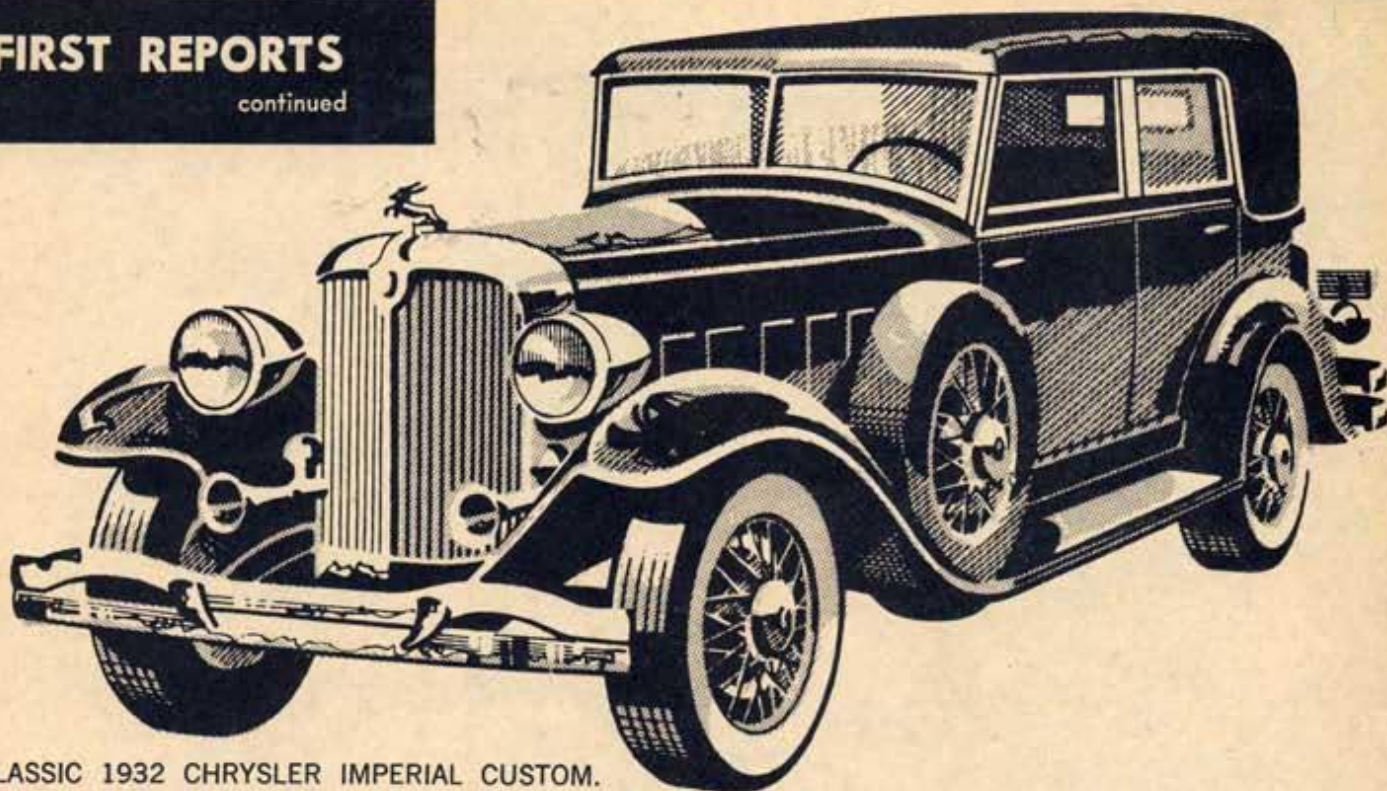


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FIRST REPORTS

continued



CLASSIC 1932 CHRYSLER IMPERIAL CUSTOM.

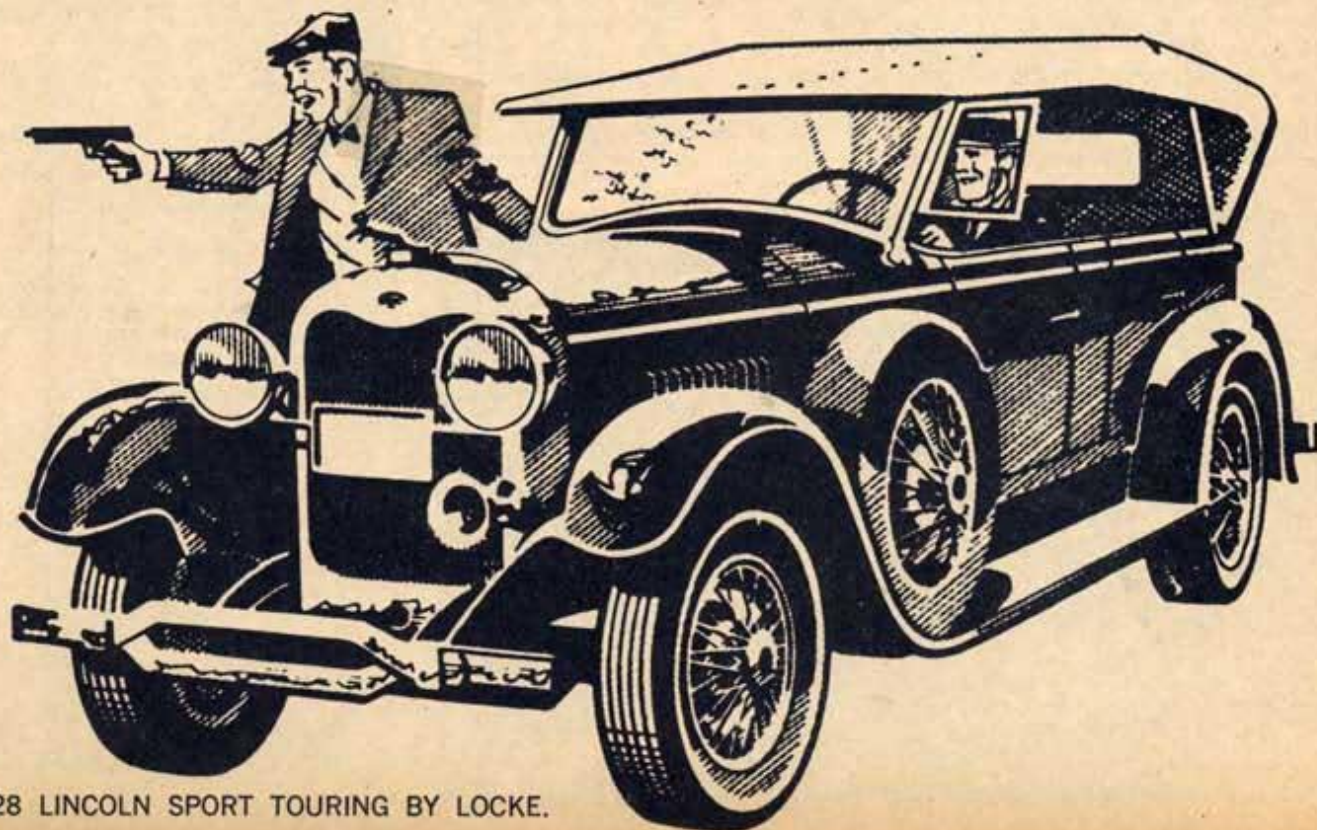
MODEL PRODUCTS CORP.

Out of the roaring twenties and wild thirties comes this great new series from MPC . . . Gangbusters! Authenticity and special features on the 1928 Lincoln Sport Touring by Locke and the classic 1932 Chrysler Imperial Custom Eight Convertible Sedan by Le Baron should make a hit with any classic enthusiast.

With over 200 parts, including two windshields, convertible top or boot, and six soft vinyl white wall tires, each kit contains a super-detailed chassis, interior, and 60° V-8 engine, steering

wheel that turns front wheels, removable front and rear seats, folding jump seats, folding luggage rack, hinged hood, operating interior compartment door, 54 chrome parts including engine halves, chrome wire wheels.

To convert these classics to get-away and police cars, MPC has added two gangster figures with extra arms holding guns, bullet-riddled windshield, radiator, and trunk, whiskey cases with bottles and decals, a sub-machine gun, .38 revolver, .45 automatic, sawed-off shot gun, violin case, pineapple grenades, black jack and many other extras reminiscent of "the good old days in Chicago!"



1928 LINCOLN SPORT TOURING BY LOCKE.



MUSTANG II IS LOADED WITH BONUS FEATURES.

INDUSTRO-MOTIVE

Steerable front wheels, opening doors, detailed engines, and all the trimmings required for a real trophy-taker, will be found in these two great new kits from Industro-Motive Corp.

Selected by IMC's own Bud Anderson, these \$1.50 kits of the Cougar II and Mustang II can both be adapted to slot racing for all you 1/24th scale buffs.

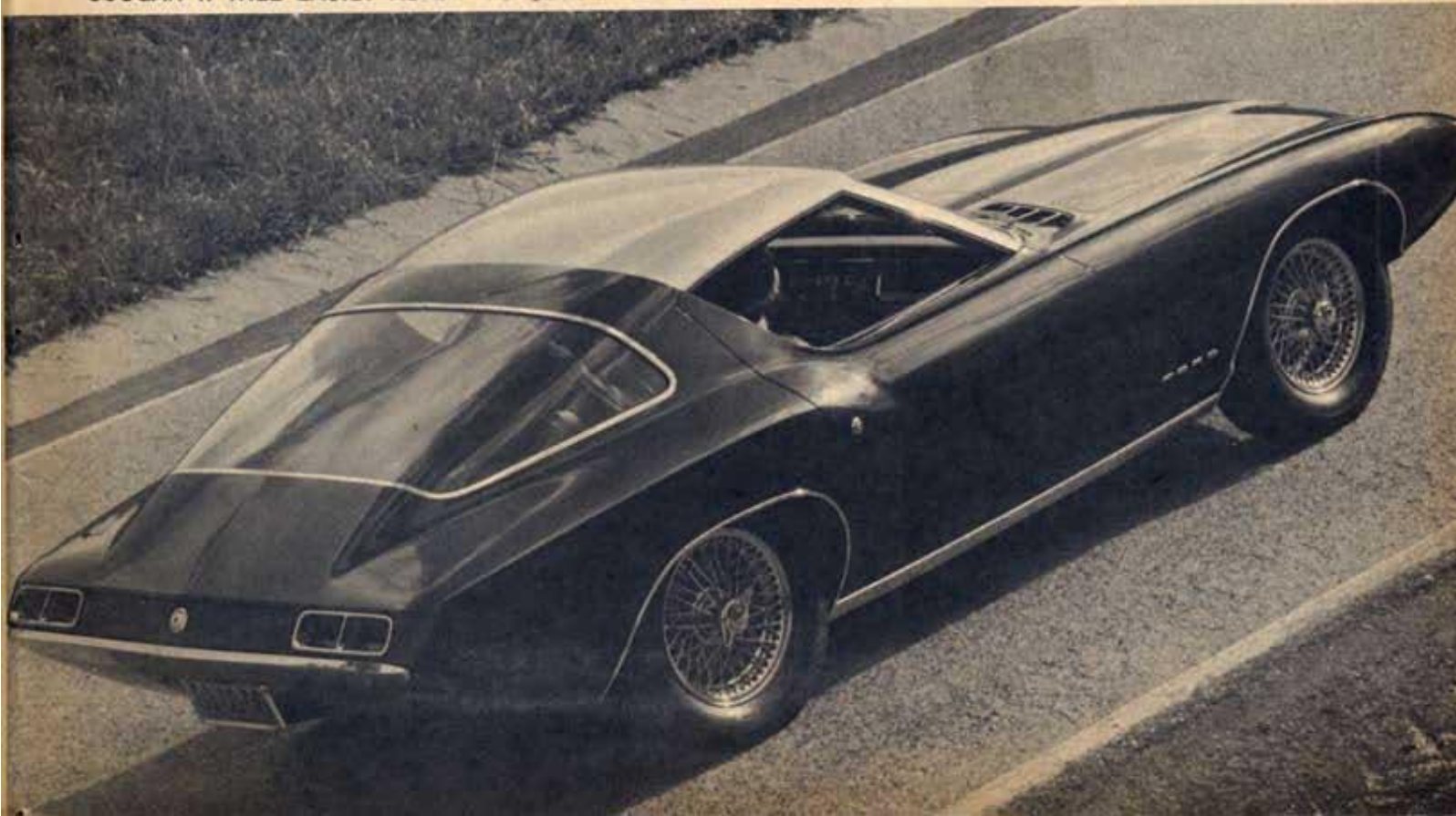
The Mustang II sports a removable hardtop, convertible top, plus a full fastback top, opening hood, deck and doors, two

sculptured figures, and a full color display stand of the Ford Wonder Rotunda at the New York World's Fair.

Extra goodies to capture the modeler's eye include: chrome suspension system, 8 competition-type mag wheels, Halibrand & American Racing Equipment designs, and a full color decal sheet.

In addition to most of the features mentioned above, the Cougar II contains retractable headlights and a working air vent.

COUGAR II WILL EASILY ADAPT TO SLOT RACING.



COVER CAR

by Gary Kent

THIS MONTH'S COVER CAR was built by Gary Kent, Santa Susanna, California from a combination of two kits plus many hours of planning, work and modification. Required kits are as follows:

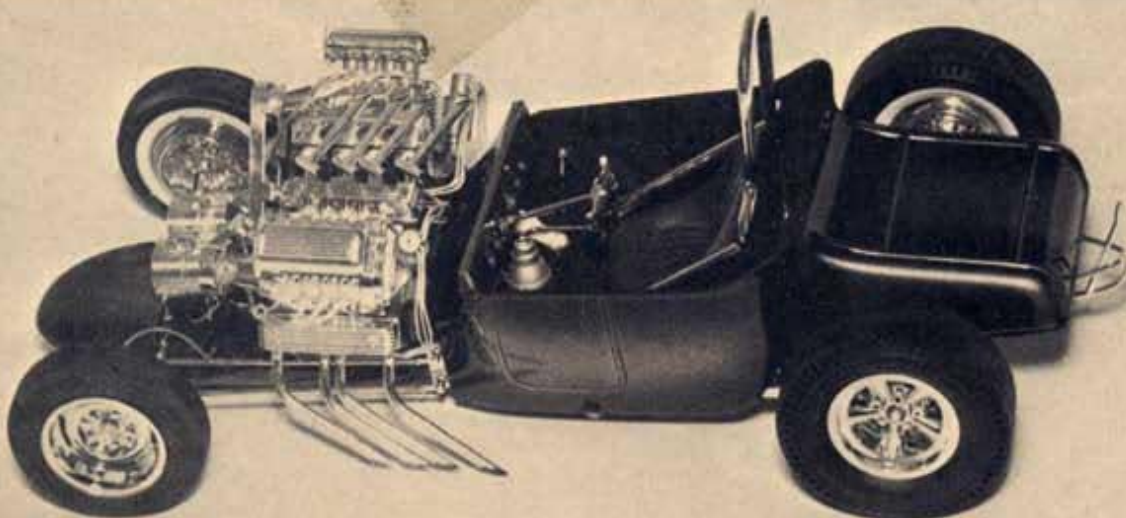
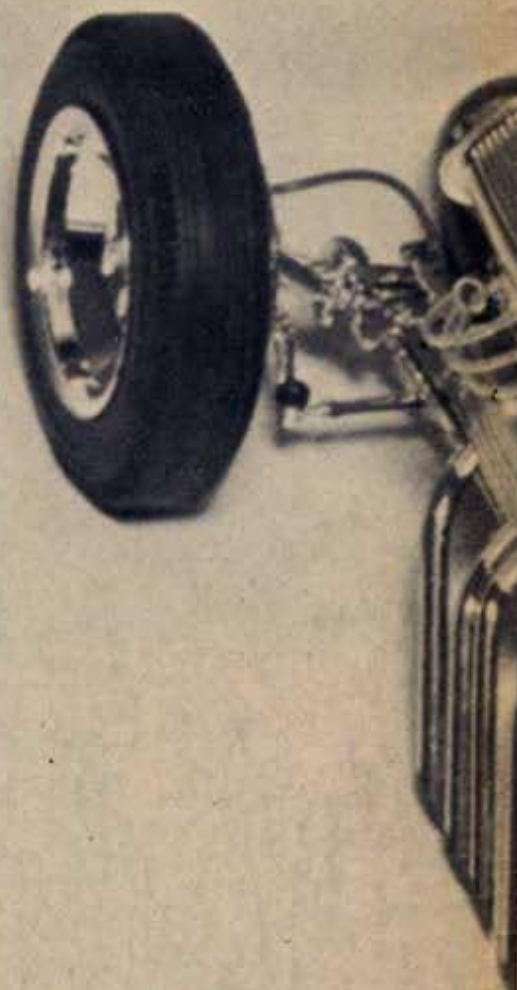
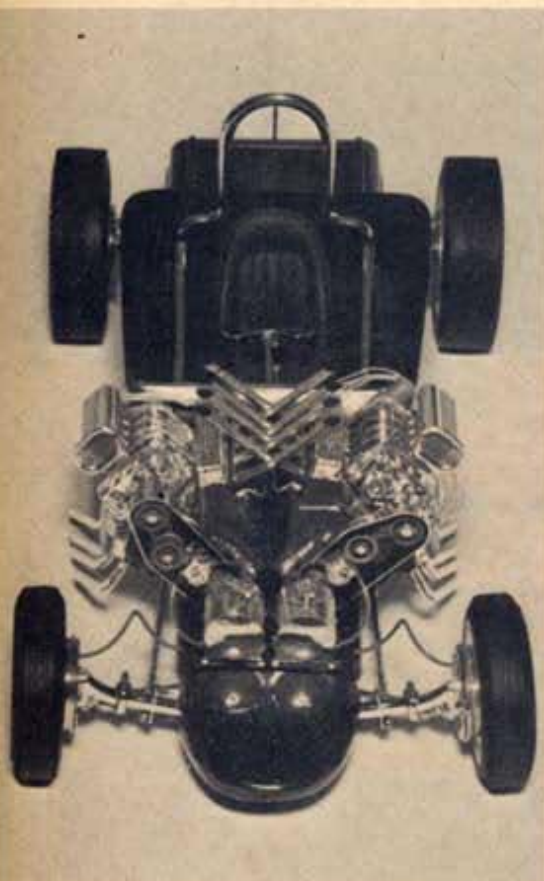
- The Big Drag #PC84 by Monogram.
- The Exterminator #695M by Lindberg.

First the grille shell of the Big Drag was cut off so that the cross bar only remained, then the frame rails & cross-members were assembled.

Still working from the Big Drag kit, the front end is assembled complete and mounted to frame. Next, assemble and mount rear end to frame. At this time mount the wheels and tires in order to build the car as low as possible.

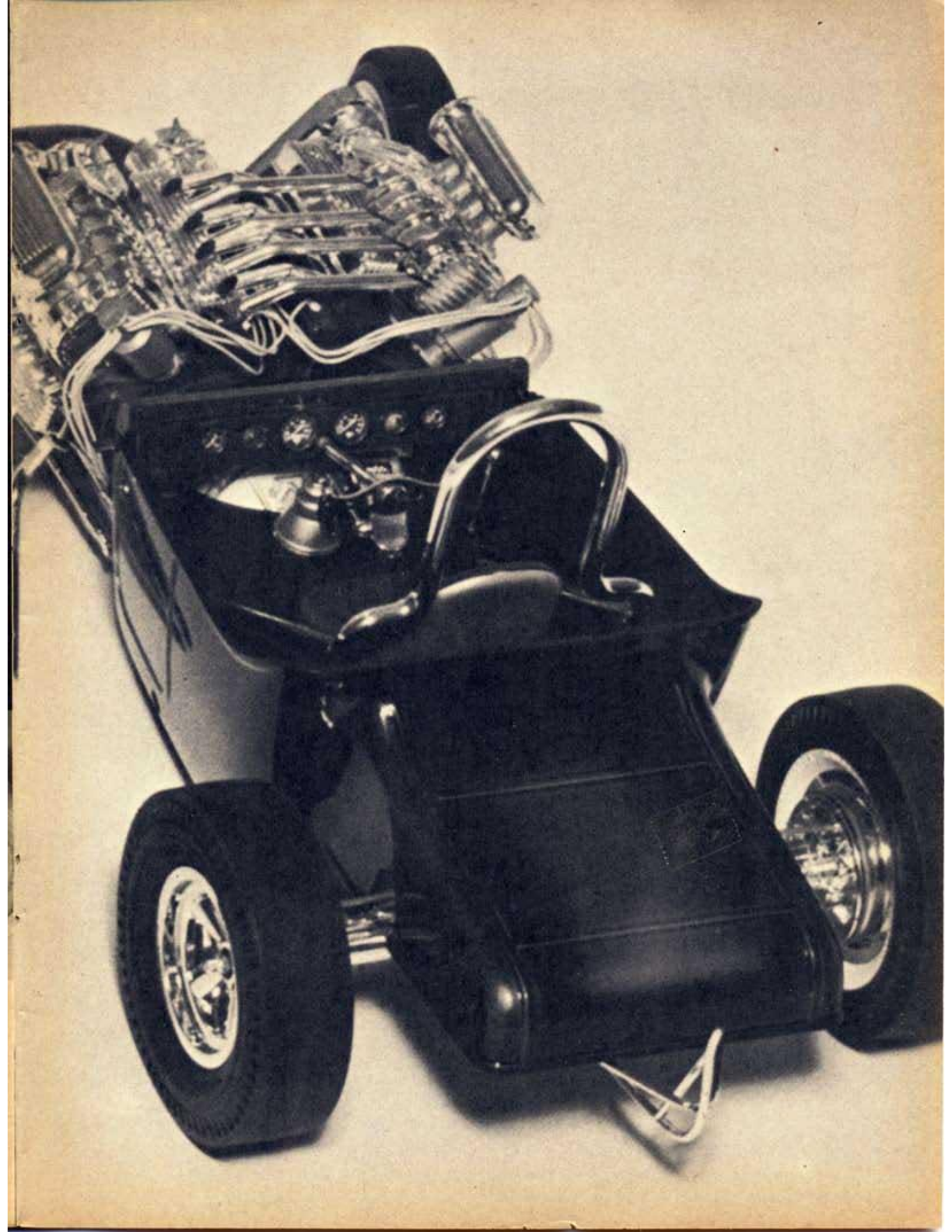
Next switch to the Lindberg kit and assemble the two engines by starting with the blocks first, mounting them to the frame in order to determine the proper angles for twin engines. Complete the assembly of the mills from this point in the normal manner.

Now go back to the Big Drag kit and modify the body in the following manner: First channel the body $1\frac{1}{4}$ inch to give it the low look. Then assemble the turtle deck by moving it upward



Photos By Vera Sorensen and Jim Farrell

The twin mills, channeled body and expert craftsmanship on this striking and highly detailed show 'n go rod prove the theory that it pays to think big. It's big and beautiful and the nearest thing to a full-sized rod. Kits used for this project were Monogram's Big Drag and Lindberg's Exterminator.



approximately $\frac{1}{4}$ inch from top of body and cement in place. Using body putty, mold turtle deck to body, sand and prime.

You are now ready to trim and fit body to the frame previously assembled. When it is trimmed and fitted to frame, remove body and finish assembling frame details as follows:

1. Assemble push bar from Big Drag kit.
2. Assemble gear box from the Lindberg kit.

3. Using the tie rod from the Big Drag kit and the steering box from the Exterminator kit, complete the steering assembly.

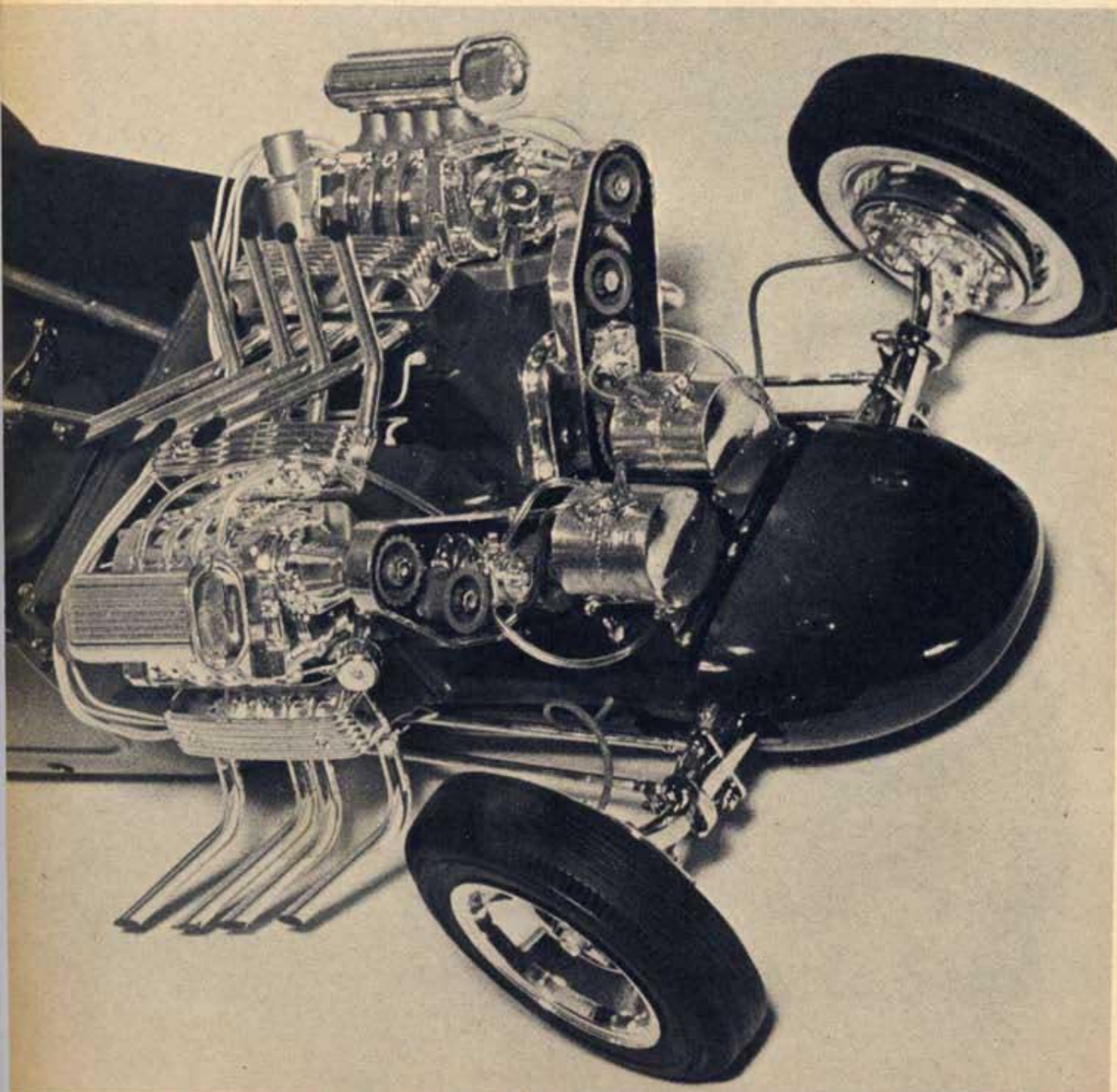
4. Cut off part of the nose of the Exterminator body and trimmed to fit front of car for nose and belly pan.

The roll bar, floor board, seat, brake lever, accelerator, and other details are assembled from the Big Drag kit in the normal manner.

The exhaust system is built up by using the tuned exhaust of the Big Drag

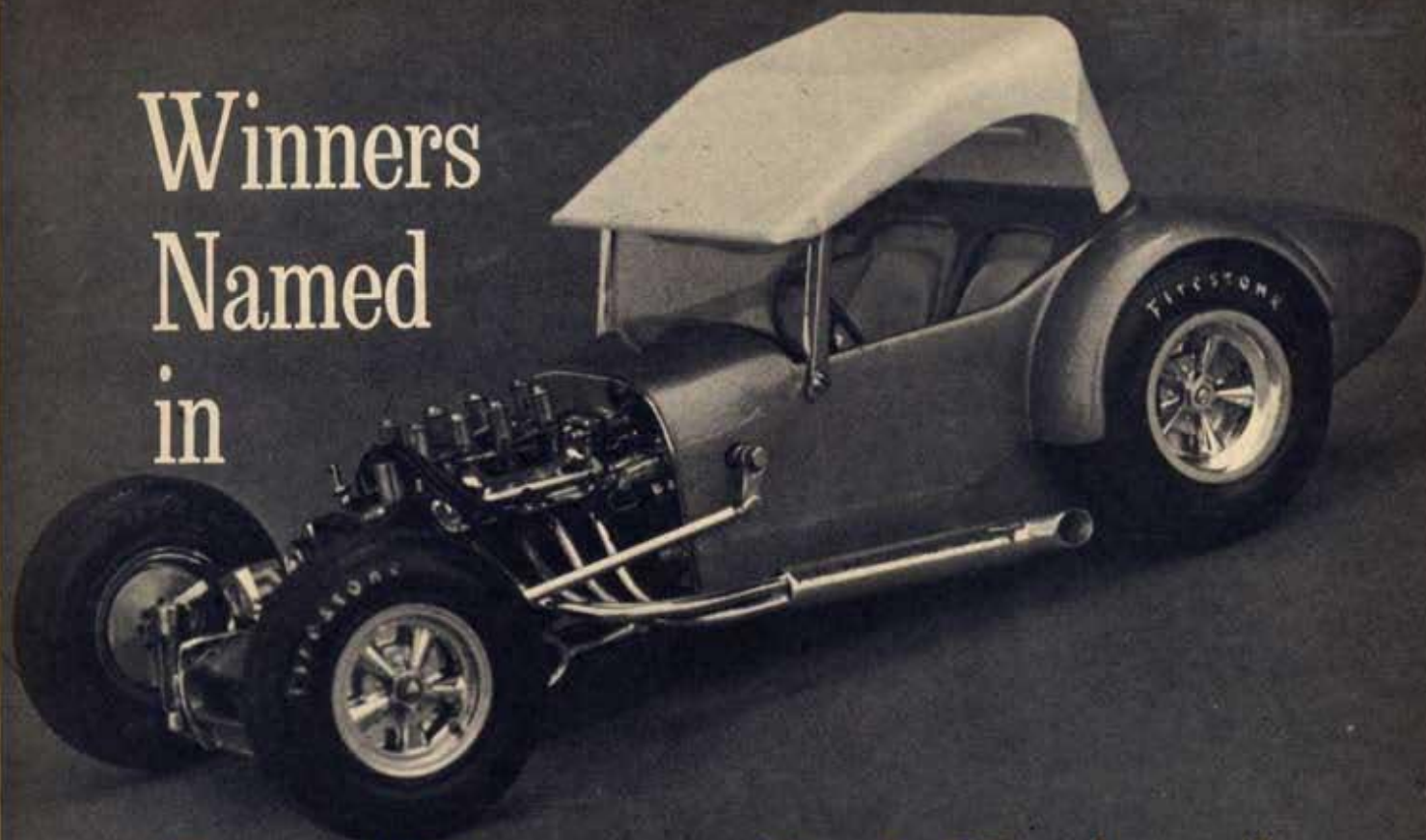
kit on the outer side of the engines and the pipes from the Exterminator kit for the crossover exhaust. Complete this project by mounting the two tanks from the Exterminator kit on the frame.

Approximately seven cans of Candy Apple Gold undercoat paint were applied by spraying two coats, sanding and so on until the entire contents were used. Finish was done with a fogged coat of green and then covering lightly with Candy Apple Gold. Waxing was the final chore on this cherry rod.



EXTERMINATOR CROSS-OVER EXHAUSTS ARE SHOWN ON TOP WITH MONOGRAM'S BIG DRAG PIPES ON EACH SIDE.

Winners Named in



Revell-Pactra 2nd National Custom Car Contest

Augie Hiscano of Miami, Florida, won a Senior Co-winner award with his beautifully detailed roadster.

THE MOST FANTASTIC assortment of model cars ever assembled under one roof was the scene at the final judging for the Revell 2nd National Custom Model Car Contest. There were approximately 10,000 scale models from every state plus Canada and South Africa. There was everything from stockers to some of the most way-out speed contraptions ever conceived. It has been estimated that 500,000 model cars were entered on the Local level with 16,000 trophies awarded.

National Championship honors went to 12 year old Mark Nelson of St. Helens, Oregon, in the junior division; 23 year old Brian Kovacs of North Hollywood, California, Paint Winner; while Barry McAuley of Merced, California copped Intermediate honors; and for the first time there was a tie for the Senior National title between 27 year old Bob Nordberg of Stromsburg, Nebraska and Augie Hiscano, 30, Miami, Florida.

In last year's competition, Hiscano was the recipient of a Revell Special Award for his magnificent model. The Revell judges could not make a decision between Hiscano's or Nordberg's models, and decided to make it a tie. This year Hiscano's entry was a custom show and street rod painted metallic blue with many metallic parts silver plated. Augie also borrowed many parts from the Revell XKE Jaguar and Beatnik Bandit, along with some pieces from a good watch. Augie spent more than 500 hours on this championship entry.

Bob Nordberg's co-winning entry is a scratch-built cab over truck, painted Candy Apple Red. Bob started his winning entry out of an AMT Ford '62 pick-up mounted on top of the front fenders. The rest of the championship car was scratch-built.

The working parts include opening doors, a tilt cab and front and rear suspension. The wheels are combination Grand and Revell. Bob was also able to find many useful parts out of the Revell Custom Car Parts Shop.

Besides building model cars, Nordberg is a karting enthusiast, plays baseball, softball, basketball, and is also a Little League coach, and while not earning a living as the Manager of the Stromsburg Soft Water Company, Bob found time to build his own home.

Augie Hiscano while not building championship model cars, earns his livelihood as a mechanic.

Mark Nelson, 12 year old Junior Winner, won with a '29 Ford "Woody". The body was completely scratch-built out of balsa wood. Mark started his winning entry from an AMT '29 Roadster. Super detail included opening doors and tail gate, fully wired engine and complete chassis detail. Despite all the emphasis on power and speed, Mark saw fit to leave the original 4-cylinder Ford engine in his winning entry.

Barry McAuley, 15 year old Intermediate Champ from Merced, California, walked off with honors with his full custom show roadster. Basically, Barry started with a '22 roadster metal body which had been highly customized. It even had such minute detail as an opening glove compartment. The chassis is completely chrome plated and there are also many Revell Custom Car Parts used on this winning entry. The chrome Chrysler engine was highly detailed and fully wired and the headlights actually worked — operated off a battery hidden in the gas tank.

National Paint Winner, 23 year old Brian Kovacs of North Hollywood, California, displayed his talents on a stock Revell '41 Willys kit. Brian hit his Willys with 69 coats of paint, between each, he put down a fine "scale" gold metalflake dust. Brian was able to show off this fantastic paint job with a completely detailed interior in green and gold, green windows and an undercarriage and chassis in gold flake.

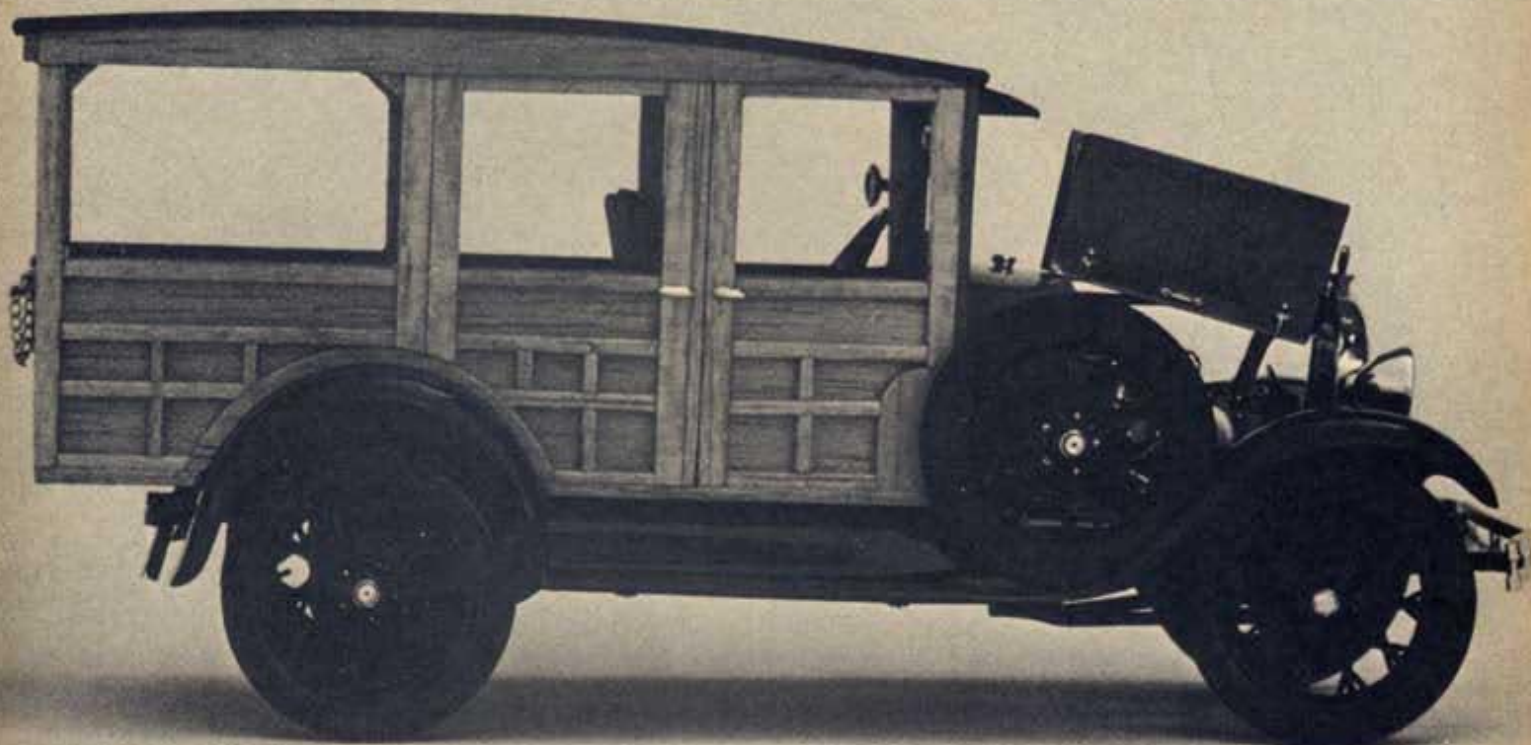
Ed "Big Daddy" Roth and Tony Nancy, two of the contest judges, were amazed at the magnificent entries in this year's contest. Roth thought that there were several entries this year which were good enough to win last year's contest.

The five champs were flown to Southern California for an exciting, all expense paid week on the town. They were hosted at an Awards Banquet at the Sheraton Marina Hotel, where

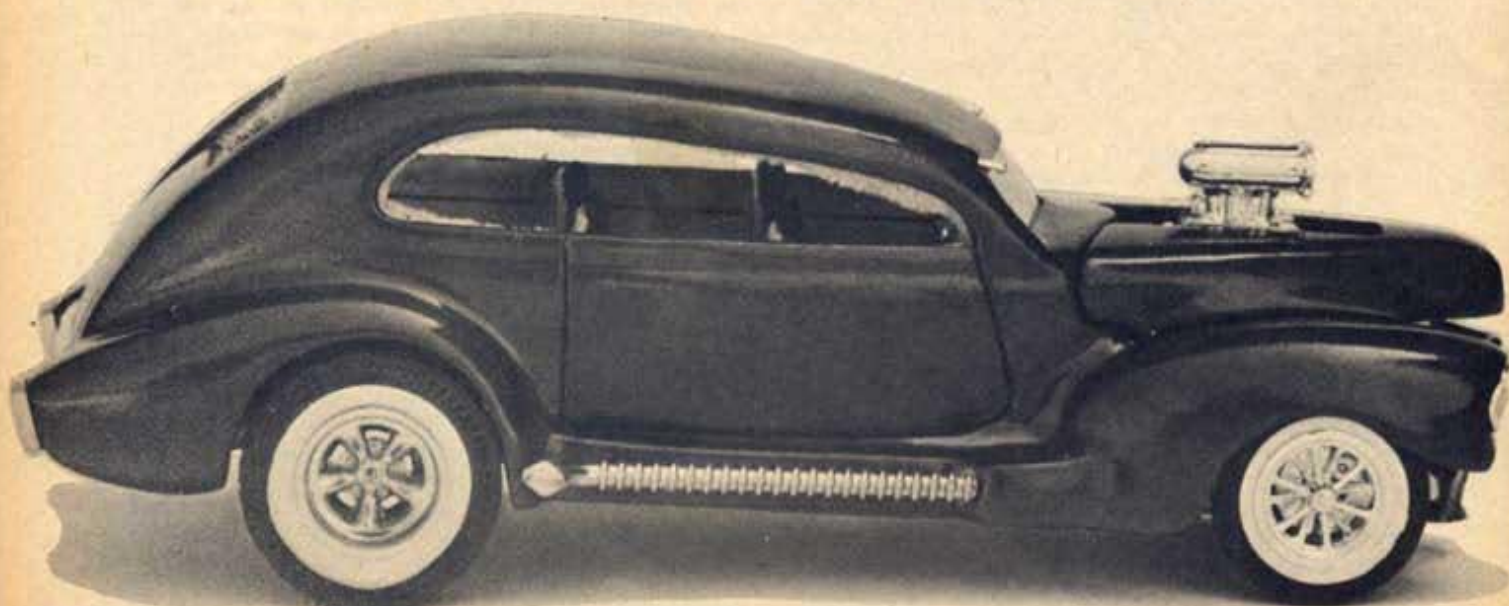
they were each presented with their five-foot high Championship Trophy. Each of the winners was interviewed on the CBS TV show Panorama Pacific by Mr. Red Rowe. During their stay in Southern California, the champs visited the world famous Disneyland, had a tour and luncheon at Revell and visited the Universal Movie Studios. The champs also had the opportunity of meeting Ed Roth and George Barris.

It was a week that the champs will never forget. The pictures accompanying this story will give you an idea of what the competition was like. Perhaps they will give you a few ideas for next year.

So . . . start planning now, and perhaps YOU will be the winner in the '65 Revell 3rd National Custom Model Car Contest.

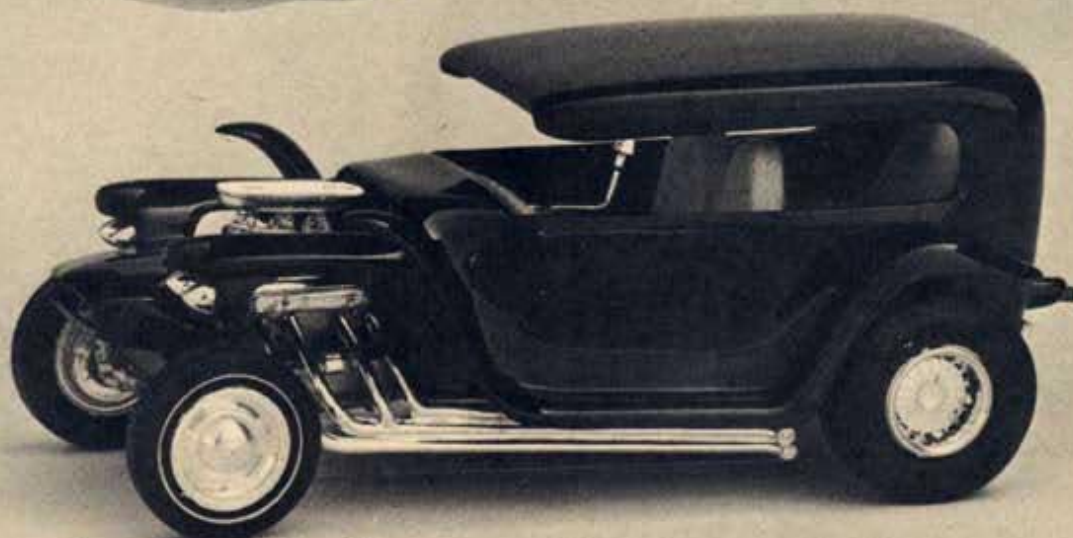
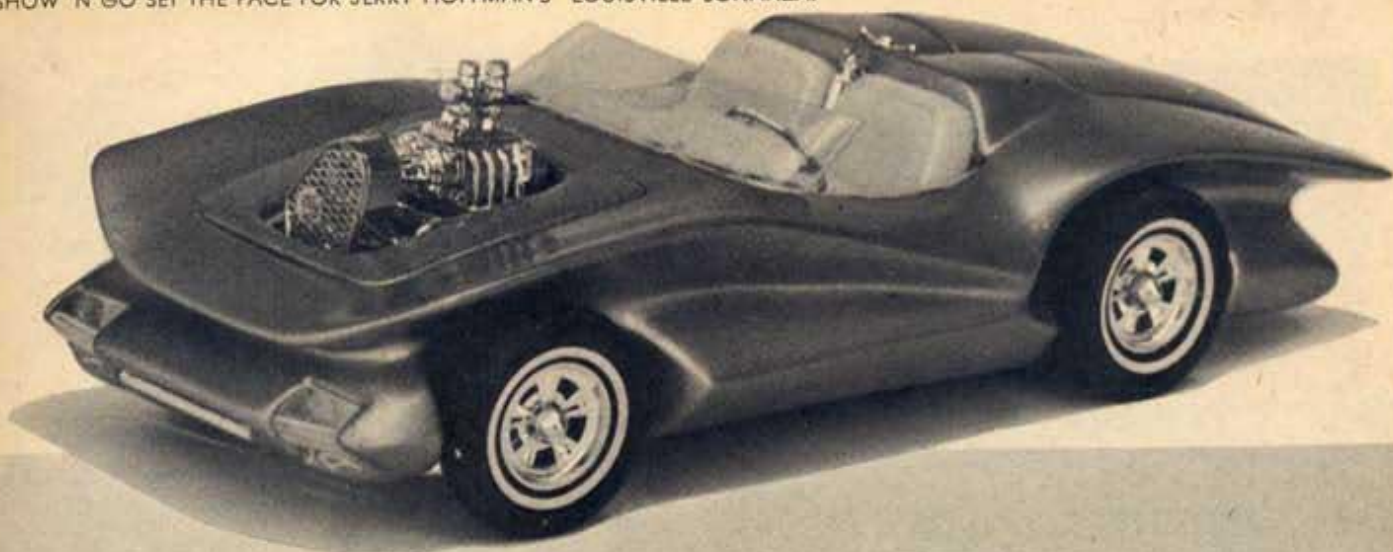


ADRIAN, MICHIGAN, MODELER, JOHN SMITH, ENTERED AN AUTHENTIC '29 ROADSTER.

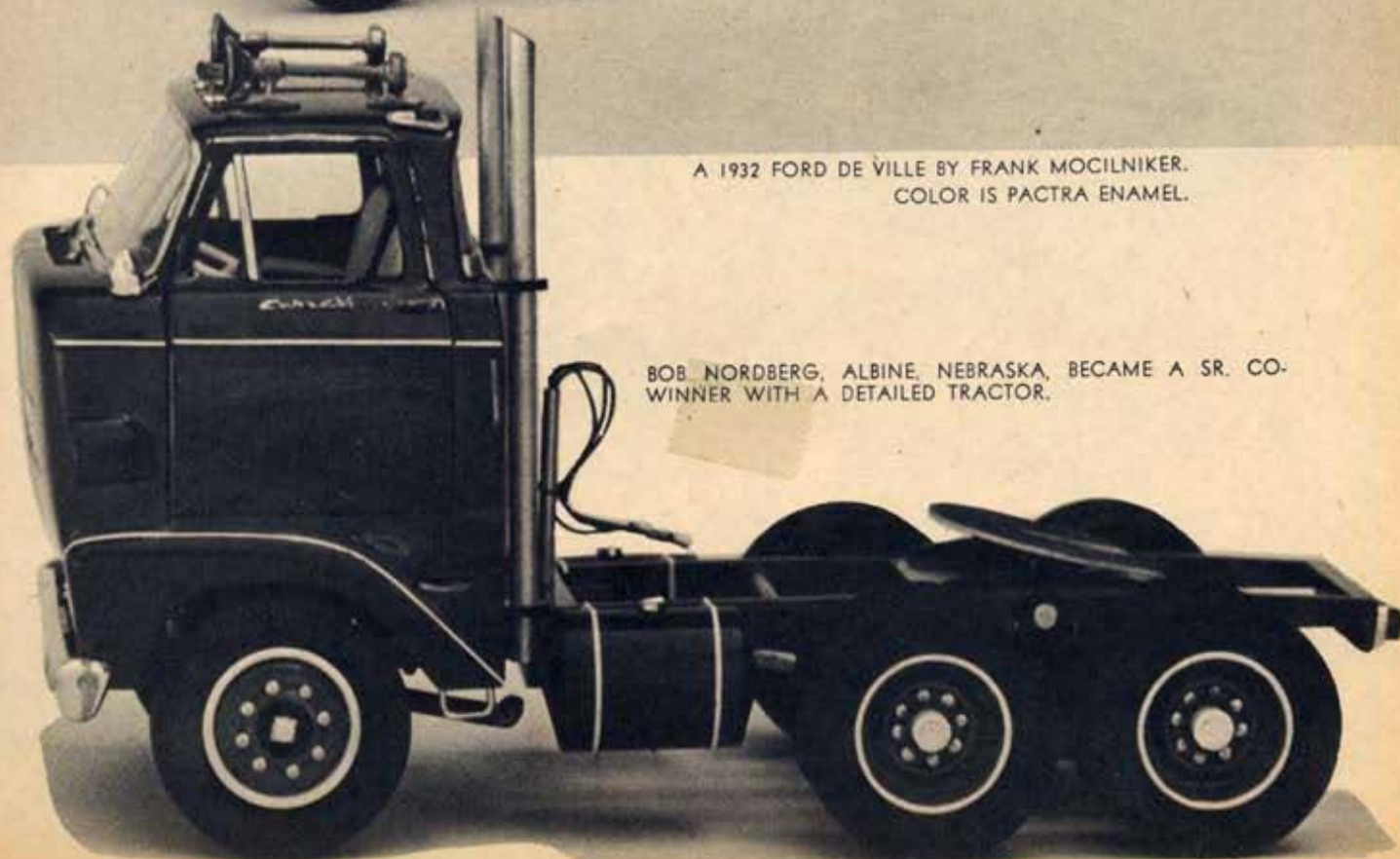


CHOPPED 'N CHanneled '40 FORD BY GREG SWANSON, WEYMOUTH, MASS.

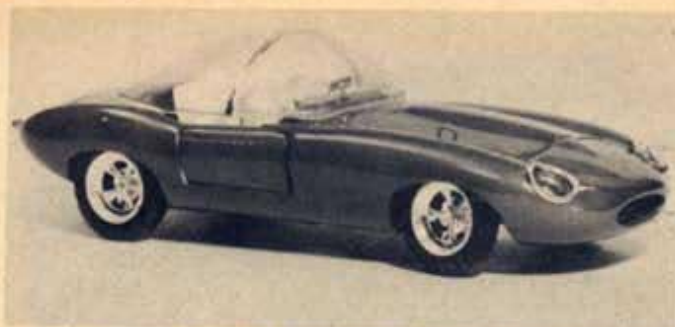
SHOW 'N' GO SET THE PACE FOR JERRY HOFFMAN'S "LOUISVILLE BONANZA."



A 1932 FORD DE VILLE BY FRANK MOCILNIKER.
COLOR IS PACTRA ENAMEL.



BOB. NORDBERG, ALBINE, NEBRASKA, BECAME A SR. CO-
WINNER WITH A DETAILED TRACTOR.

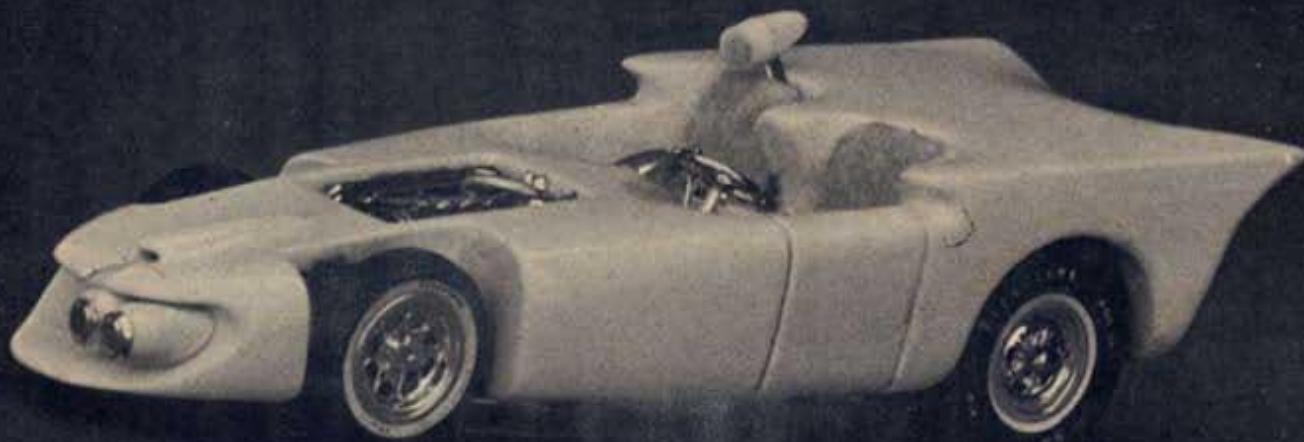


MODIFIED XKE ENTERED BY CALIF. MODELER RUSTY KLANS.

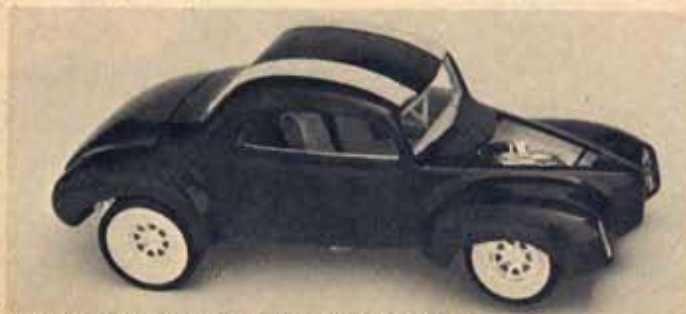


CLEAN LINES KEYNOTE KEN FRIEND'S '40 WILLY'S COUPE.

THIS ARLINGTON, VA., SCRATCH BUILT CUSTOM SHOWN BELOW WAS CREATED BY JACE PEARSON.



SHOWN ABOVE IS MIKE WORKMAN'S VERSION OF THE "VIRGINIA RAY."



COLD MOLD HIGHLIGHTS GREEN '40 FORD BY ROBERT WAITE, DELAWARE.

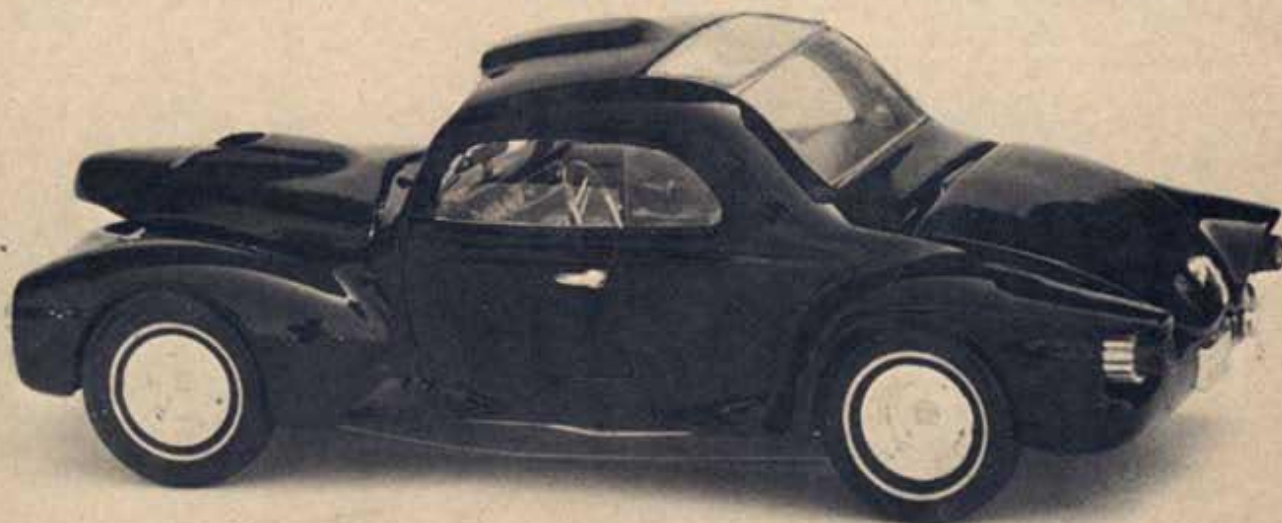
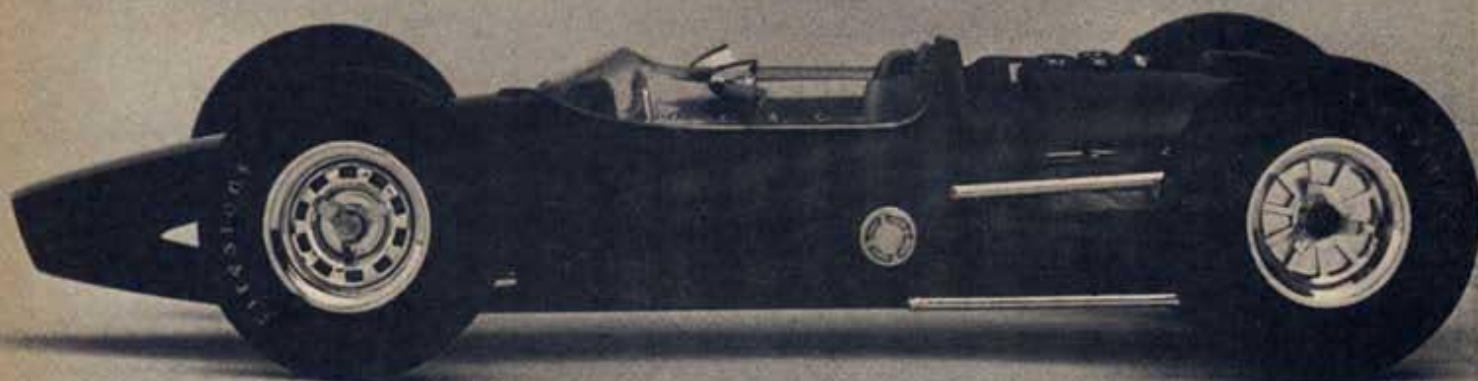


A HINGED HOOD HIGHLIGHTS LARRY SINIGIANI'S CUSTOM VETTE.

REAL IMAGINATION IS SHOWN BY
MARLE DAVIS IN HIS CUSTOM SPEEDSTER.



PERFECT DETAIL REFLECTS THE ATTENTION KEN
STUHR, PORTLAND, OREGON, GAVE HIS LOTUS FORD.



SUPER SCOOPS AND TWIN FINS TOUCH OFF A '40 FORD BY BARRY HOFFMAN, CASTONIA, N.C.



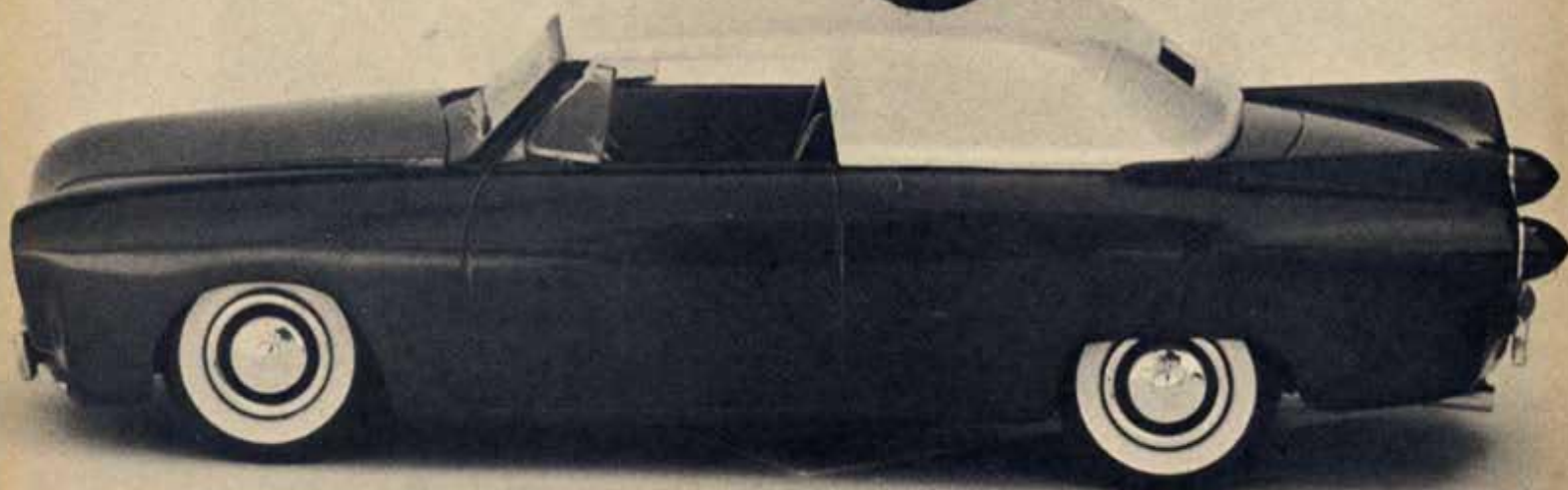
HIGH STYLE AND IMAGINATION CAME THROUGH FOR
ARNOLD BRIDEMAN, FREMONT, CALIF.



GLAD TO SEE THIS CANADIAN ENTRY OF
JOHN BERASHER'S '63 CORVETTE.



Originality is shown with skilful craftsmanship on Paul Luca's twin, rear engined roadster from Portland, Oregon.



KEN HORNER OF LINCOLN, NEBRASKA SHOWED TOP QUALITY CRAFTSMANSHIP WITH HIS CUSTOM '50 FORD CONVERT.



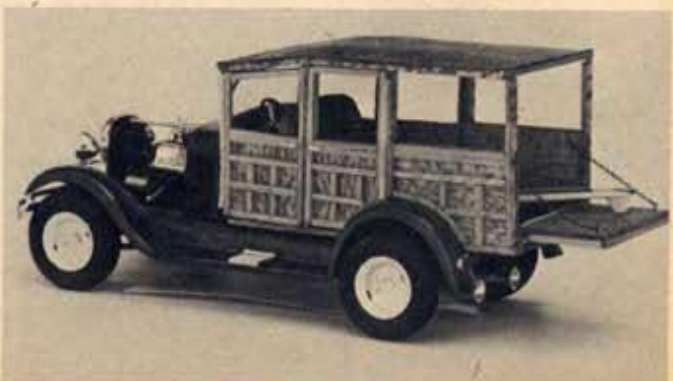
THIS "A" SEDAN SHOWS HOW COMPLETE YOU CAN MAKE THE INTERIOR OF YOUR MODELS.



A WILD '40 FORD COUPE WAS ENTERED BY DONALD O'CONNER FROM CINCINNATI, OHIO.

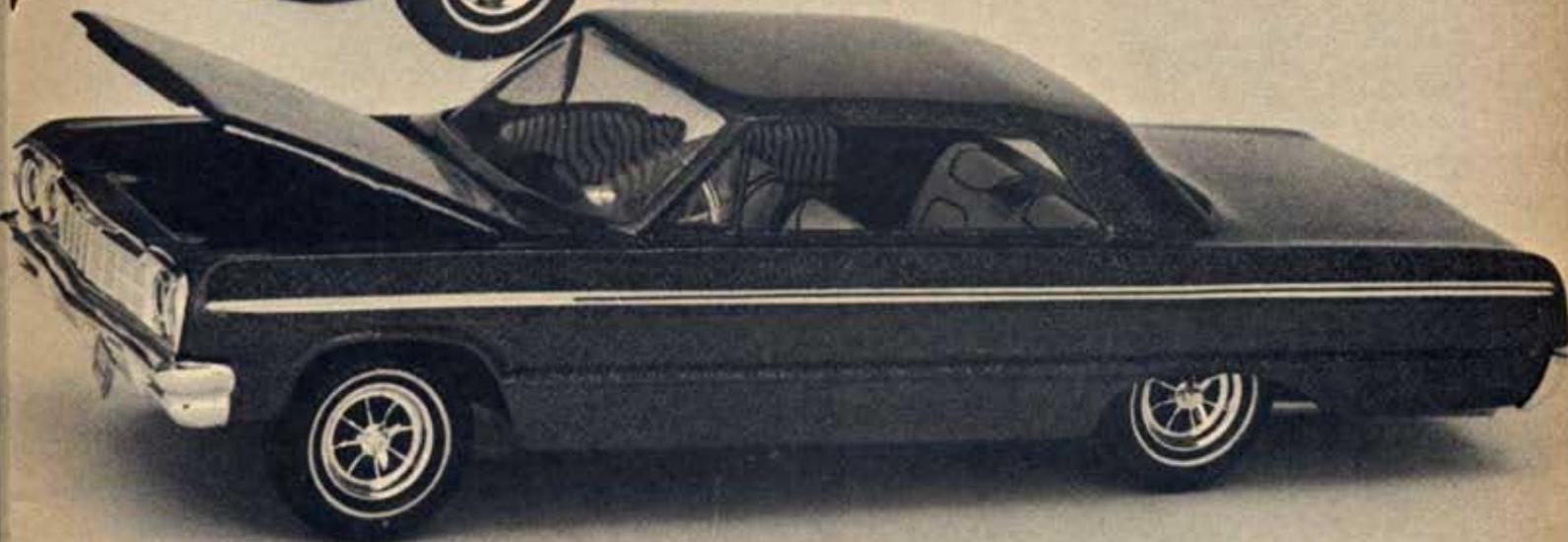


BILL TUCKER, 29 YEAR OLD SEASIDE, CALIF. MODELER SHOWS HIS WILD DREAM CAR.



MARK NELSON'S '29 FORD WOODY IS ALSO SHOWN ON THE COVER THIS MONTH.

The '49 Ford showed new wild styling when Harvey Goodwin of Clearbrook, B.C. finished with it.



Beautiful painting techniques are shown above on this Candy Sapphire red over blue metalflake '64 Chevy.



Bob Nordberg of Stromsburg, Nebraska, Co-Senior Champion in the Custom Car Contest is shown with his winning entry a Candy Apple red scratch-built truck.



Cover car and National Junior Champion Mark Nelson, St. Helens, Oregon are show at left. The '29 Ford woody was "scratched" out of balsa.

Augie Hiscano, Co-Senior Champion, shows his prize-winning roadster to Ed "Big Daddy" Roth at the Awards Banquet.



GREAT CUSTOMS ...and how to

WEEKEND WARRIOR

Here's an \$8000 dragster that's all business

No one can deny that this dragster has loads of show and go appeal. The burgundy and silver metal flake paint job compliment the many plated and polished parts making it an eyestopper whenever it appears; in fact, this Stellings and Stringer dragster recently won the Best Competition Award at Mickey Thompson's car show. In it's competition appearances, one of the best throttle stompers in the business, Jeep Hampshire rides herd on all the horses, setting a 1/4 mile record at Fontana, California of 197.36.

Reproducing this car in model form will require some assembly from components and some scratch building, as each dragster has its own original body lines.

The wheelbase and basic concept forward of the rear axle is quite like the Revell Tony Nancy kit and should be used as the basis for this reproduction. Alterations must be

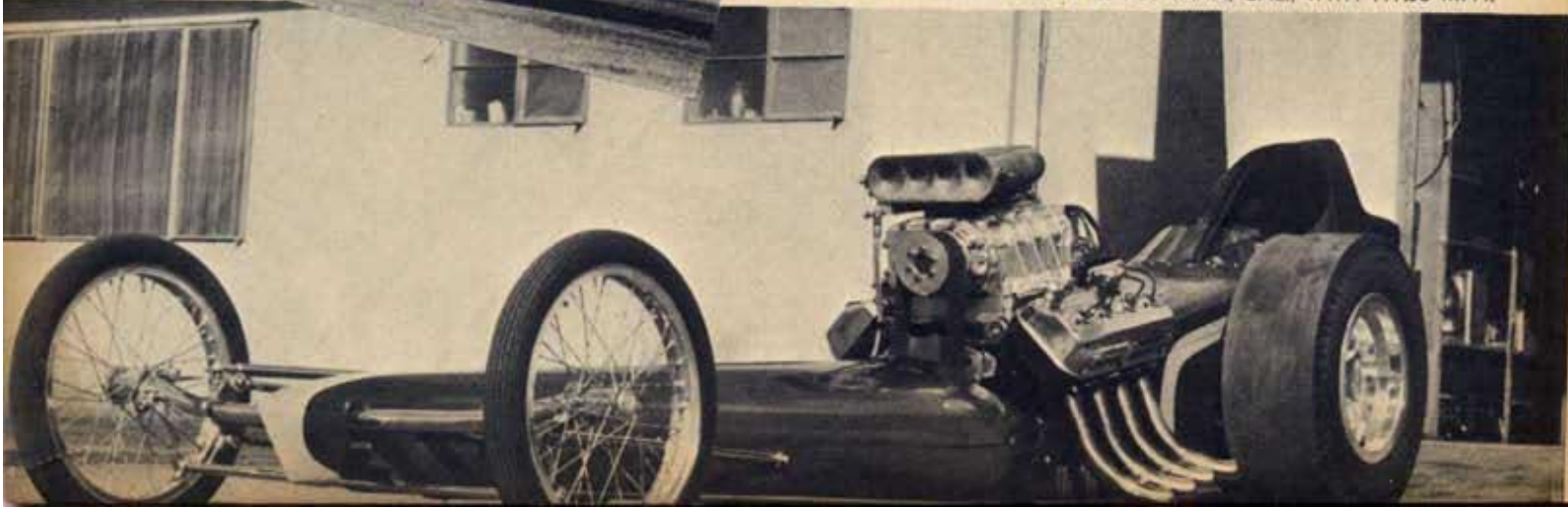
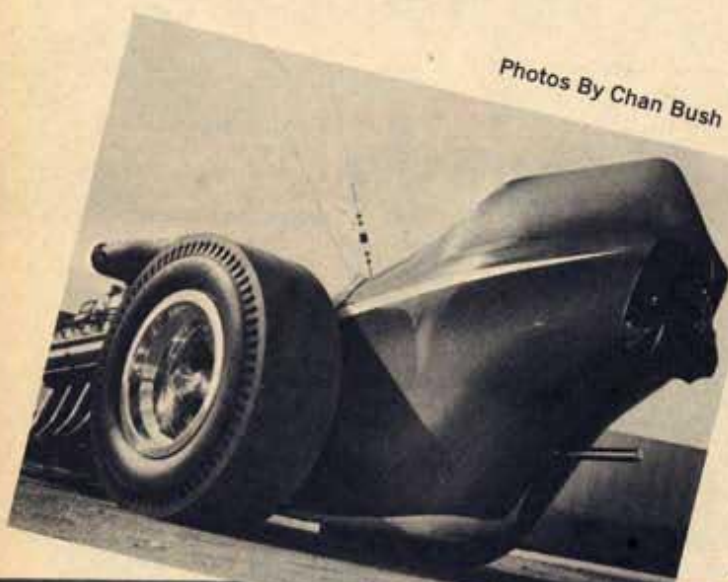
made to the rear section, behind the seat in both the frame and body. Leave off the lower push bar assembly and parachute pack support tubes. Cut body panels just behind the seat keeping the cut vertical and square. The panels just removed can, with a little effort, be used to form the basic shape of the faired parachute enclosure. File the mating edges of both the top and bottom sections until the gap left for the push bar is eliminated. On top section, remove an additional 1/16 inch. Now line up edges at opening for parachute, this will cause a step in forward edges but don't worry, glue the two parts together. When dry, make a vertical "vee" saw cut at the center approximately 3/32 wide at the rear end tapering to zero at the forward end of part. File saw cuts smooth and glue together. This will reduce the size of the chute opening to be in keeping with our prototype. Now turn the chute housing upside down from the position it occupied on the Tony Nancy car and glue to the forward section of the body. No it won't be a perfect fit but can be blended, with a little scrap plastic and putty, into an acceptable rear section.

Now to assemble the other components: The front axle assembly from the Nancy car can be used as is, other than the drag link and Pittman arm which are on the right-hand side in place of the customary left. The engine should be the Revell kit C-1102 coupled to the drive line in the Nancy kit. The Hilborn scoop injector is from the Revell "427" Ford engine kit C-1108 and adds the finishing touch to a hot performing car and good looking model.

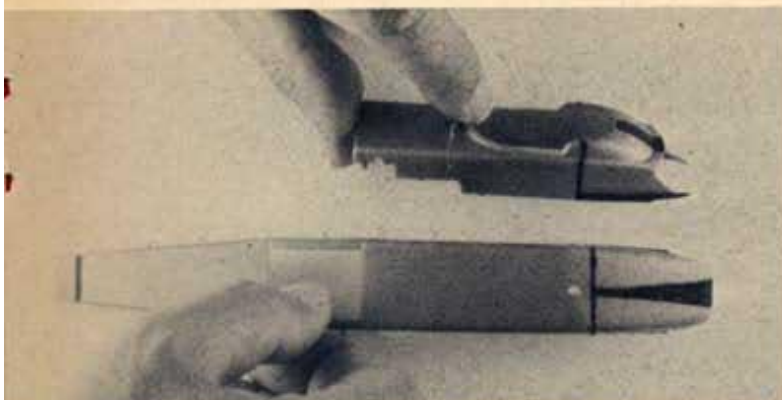
THIS DYNAMO OF SPEED PUSHES
THE 200 MPH MARK ON WEEKENDS.

AA/F 1320 RECORD HOLDER AT FONTANA, CAL., WITH 197.36 MPH.

Photos By Chan Bush

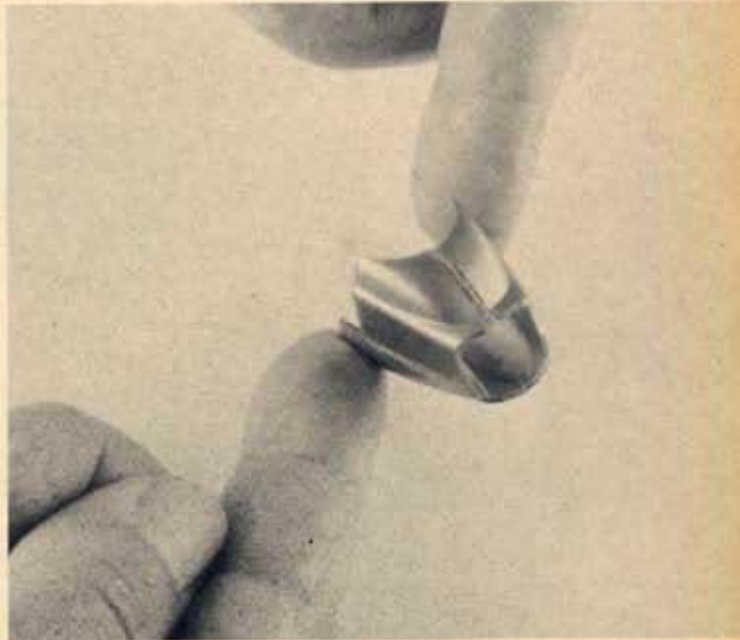


AND HOT RODS build the models



Cut rear sections of body just behind cockpit. File edges to remove step originally occupied by push bar. Remove an additional 1/16 inch from upper section. Glue these together before making "Vee" cut in top and bottom as indicated.

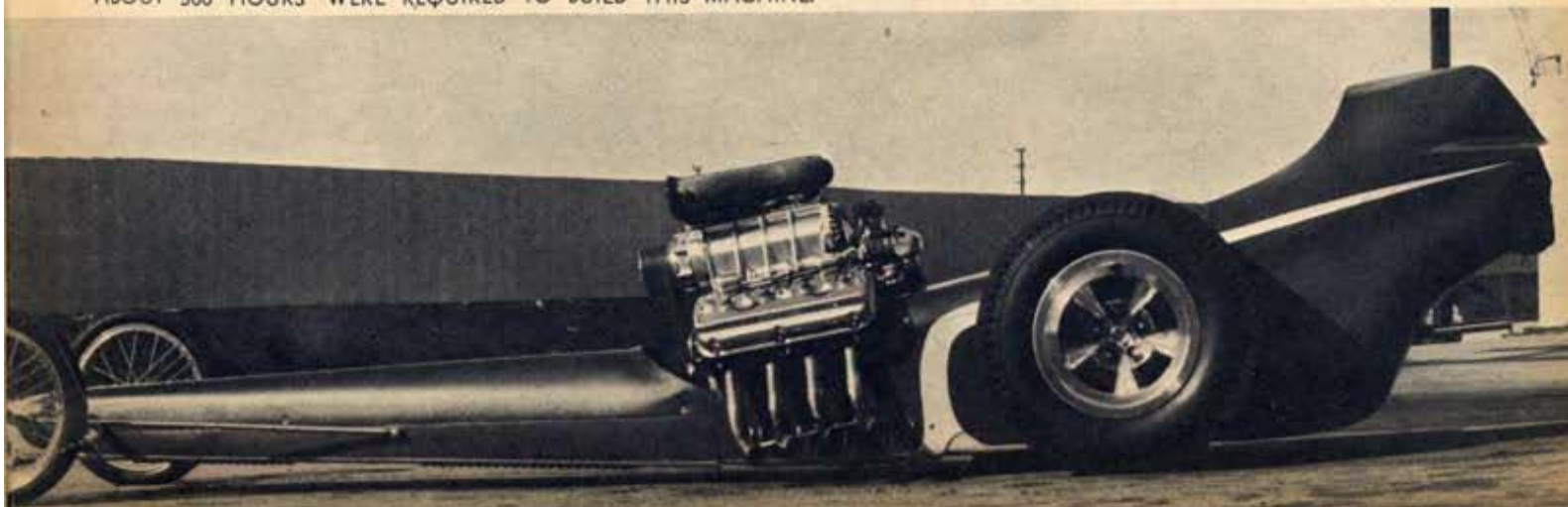
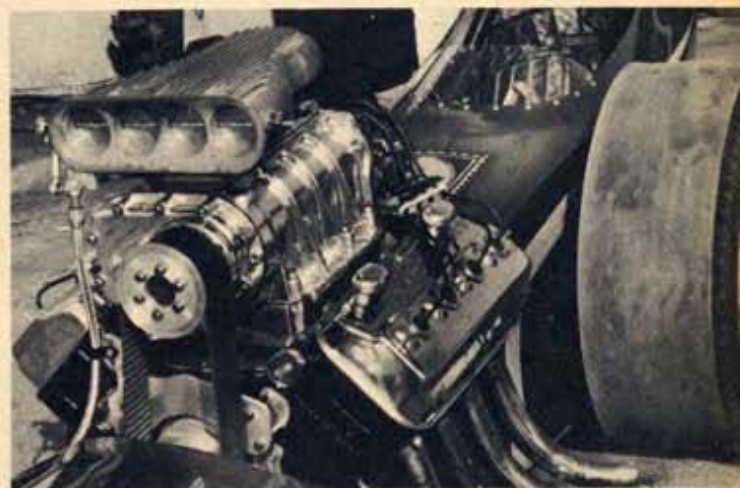
With material removed by "Vee" cut in top and bottom, opening for parachute will be reduced by about a third and will be in scale for this dragster.



Fairing just completed is then turned upside down and glued to forward section of body after cutting off excess over-hang of bottom section. A little scrap plastic and body putty for blending in lower section, and adding roll bar fairing and your body will be complete.

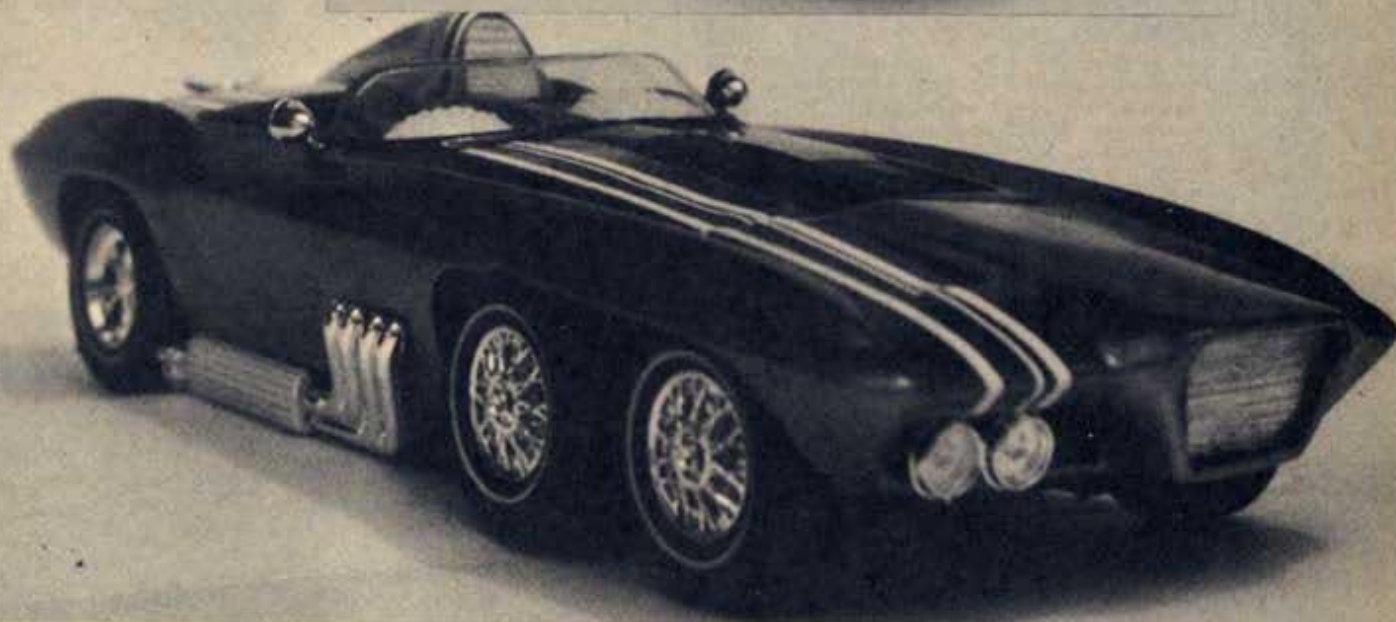
JEEP HAMPSHIRE RIDES HERD ON
THE HORSES PROVIDED BY CHRYSLER.

ABOUT 500 HOURS WERE REQUIRED TO BUILD THIS MACHINE.



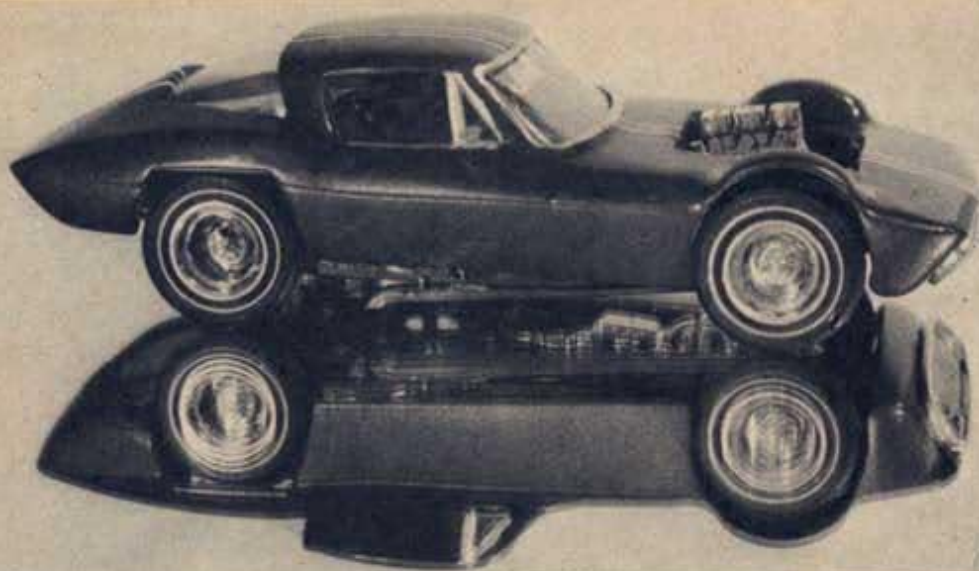


CONTEST WINNERS



This month's First Place Award of a \$25 Savings Bond goes to John Wechsler of Allentown, Pa. Top photo shows the rear of John's creation made with two Sting Ray bodies. Middle photo highlights the front end and the quad wheel idea he got from cement mixing trucks. The sleek body is painted purple on top with fogged-in gold sides. Bottom photo shows a beautiful blown Olds engine, the detailed exhaust system and hinged hood. John is 35, he's been modeling for 6 years and has switched from model planes to cars.





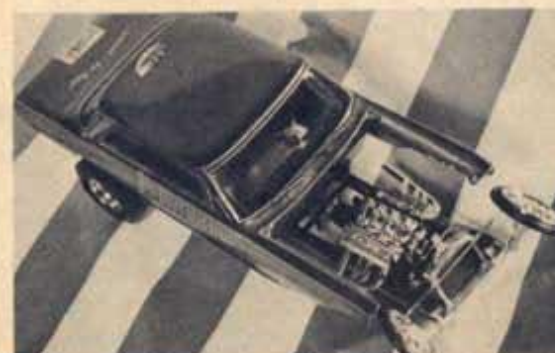
Richard Kuivila of Plainesville, Ohio, combined a '62 Plymouth grill, a '57 Chevy custom hood, and cycle fenders molded into front fenders to give this 1963 Corvette hardtop a GT Sports Car appearance. Chrome Pontiac mill is completely wired. The interior is completely upholstered including a felt corduroy dash and Tempest bucket seats. Eight coats of candy Indian Turquoise finish the job.



John Hunt of Cedar Grove, N. J., fashioned this sunroof version of a '32 Ford Sedan. John's sedan has been channeled and the center window bar removed. The Kandy Blue body is accented by the flat white and gloss black interior. The special rear window was made from scrap plastic.



Radically customized inside and out, this flashy Ford features a new grill, horizontal quads, opening doors and hood, and a fully detailed mill and undercarriage. Both folding bucket seats sport headrests. Builder is Michael Edmund, Red Bank, N.J.



A '63 Chevy II Nova with a fuel injected Red Ram Dodge mill is the pride of Jim Palma, Fairview, N. J. The frame was custom built from many odd parts. Front cycle wheels have a dragster slant. The Halibrand quick change rear end gets a boost from Firestone slicks on mag rims.



A really unique '25 "T" Coupe comes from Peter Barbarow of Topanga, Calif. His model features working front coil suspension, complete tuck 'n roll interior, opening trunk and doors, and a fully wired Chevy mill.



William Chamberlain, 17, of Huntington Sta., N.Y., has come up with a "one of a kind" draggin' panel truck. The body comes from a '49 International Metro Van on AMT's '40 Willys chassis. Mill is a full house Olds.



"Tasmanian Devil" is the joy of John Jennings, Miller, S.D. This AMT '28 "A" Ford features a '64 Vette engine and dual slicks. Color is mauve pearl.

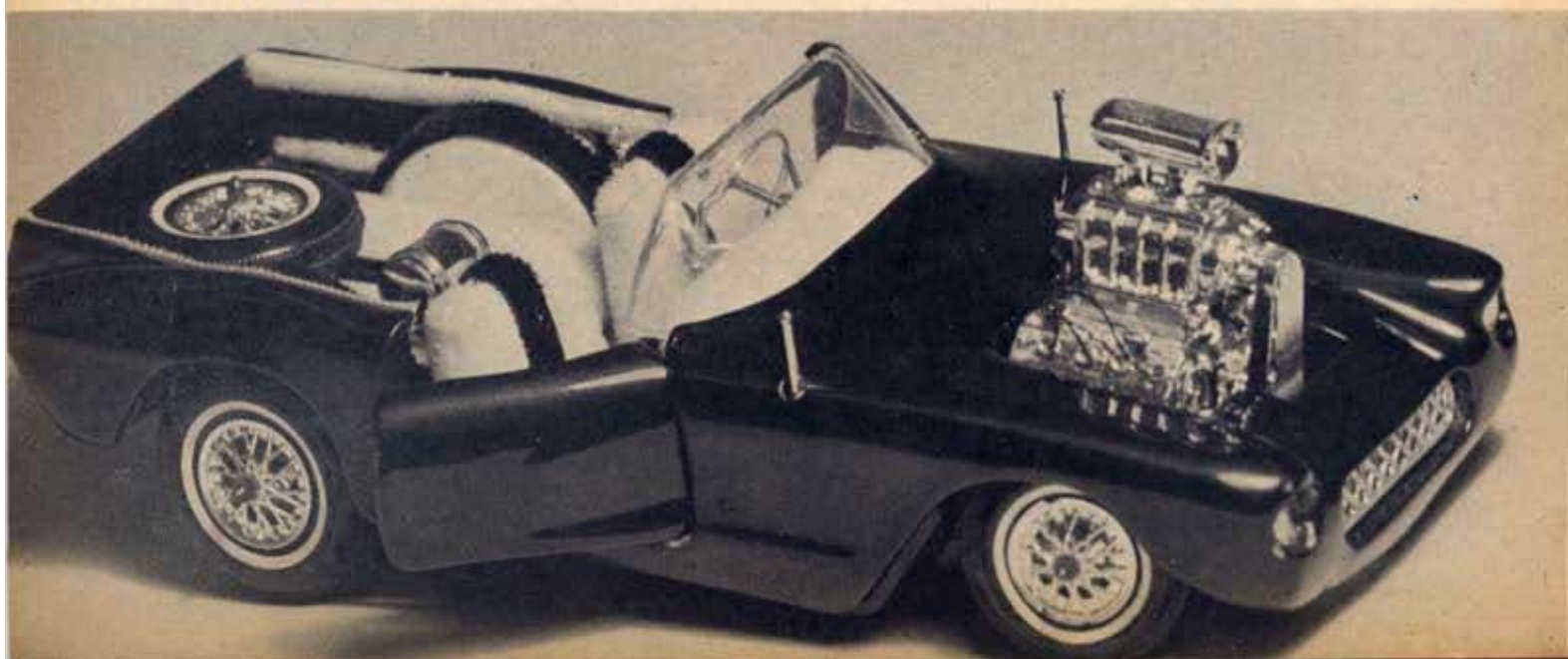


Imagination was the keyword for Pete Lang's entry in the 1964 Fisher Body Craftsman's Guild competition. The car is made from eight pieces of poplar with a insert balsa grille.



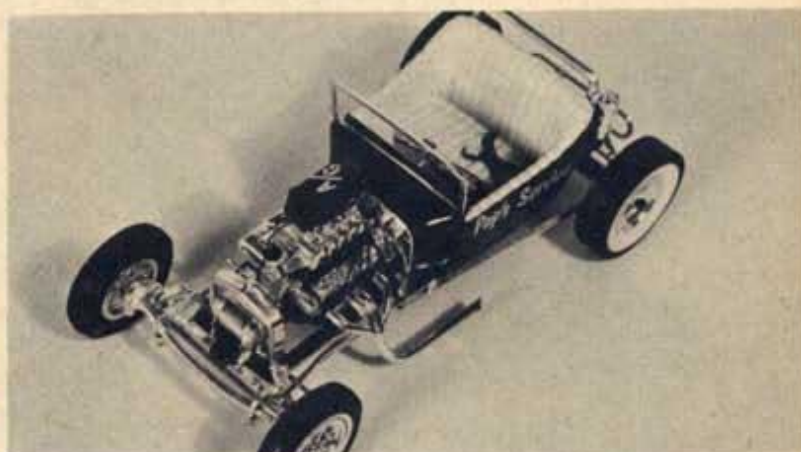
Speed and style make up John Hunt's second entry this month. The body combines a T-Bird front end, '57 Chev. hood, '57 T-Bird fastback top, and a rear end molded from a '63 Merc front end. This custom Vette has a fully wired '60 Buick injected V8 installed.

Go power and grace in a '62 Corvette pickup win an Editor's Selection for Bob Peasley of Spenard, Alaska. The fully molded plastic body is painted with eight coats of candy oriental purple and has sunken aerals. Power is by a fully chromed and wired Chrysler engine with a G.M.C. blower.

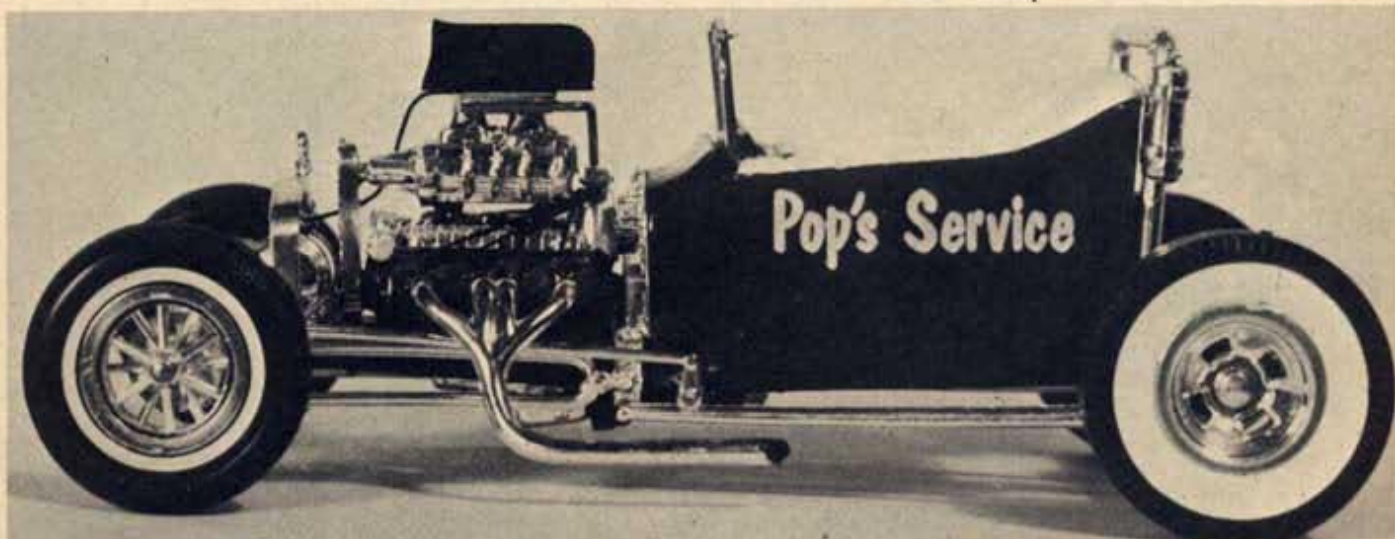




Cambria, Virginia modeler, Roger Pugh constructed the "Piranha GT" from a solid block of balsa wood. The car features a '61 Chrysler grill, a 409 Chevy mill with front mounted blower, and a hinged rear window. Incidentally, Roger finished the front end before the Mustang came out.



From Old Bridge, N.J., Frank Garshgo submits his Super Roadster. The basic kit was an AMT '25 Ford to which he added a wired and blown '60 Buick mill and pipes. The clean lines and engine detail make this rod a real winner.



a MODEL CAR SCIENCE

Contest

FOR MODELERS
EVERYWHERE . . .



Each month the editors of MCS will select, from PHOTOS submitted, the top model car. It will be shown on these pages and its owner will receive a \$25 U.S. SAVINGS BOND

SEND A PHOTO OF YOUR PRIZE MODEL TODAY TO:



MODEL CAR SCIENCE

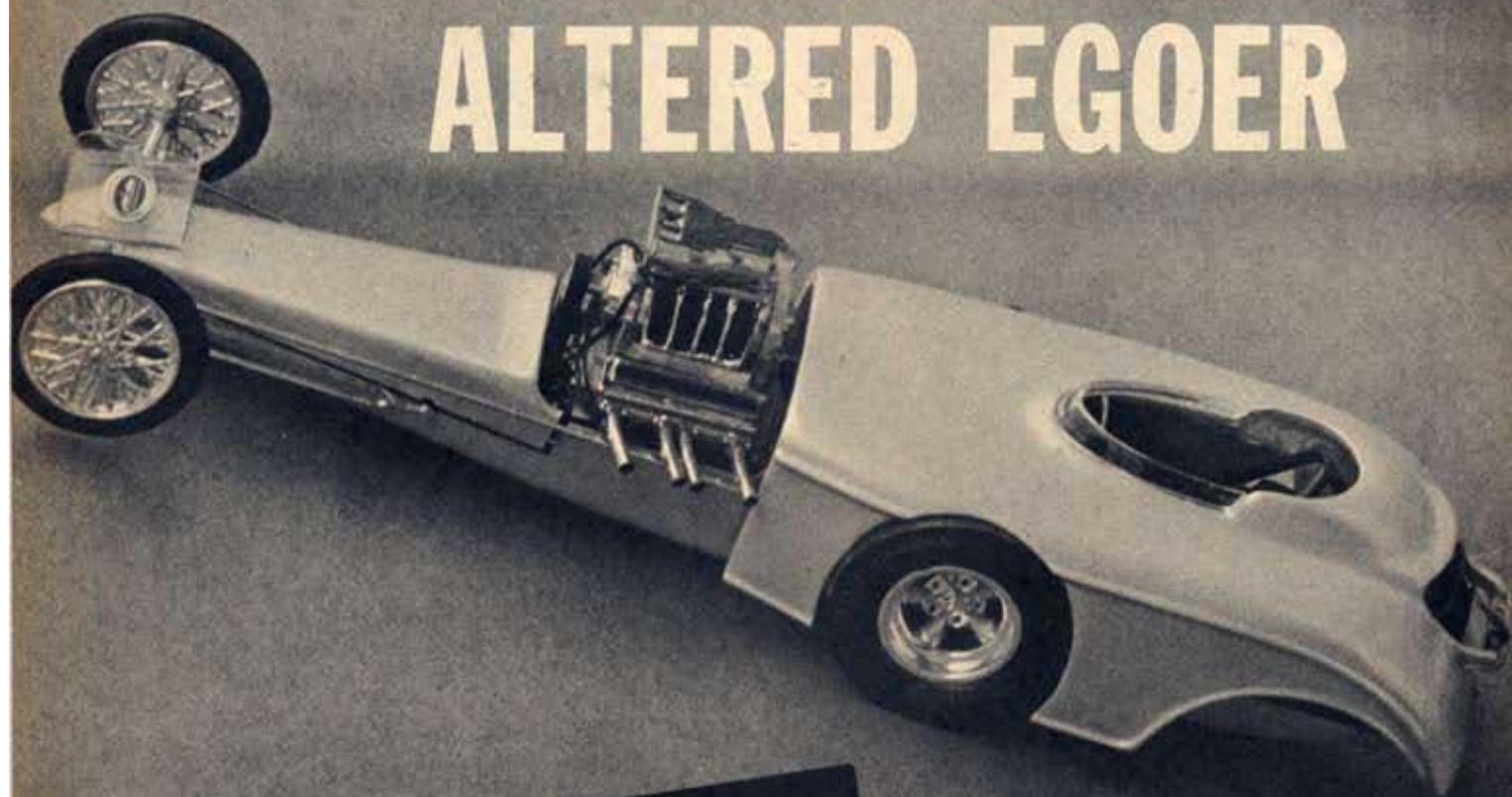
Contest Editor

171 So. Barrington Pl.

Los Angeles 49, Calif.

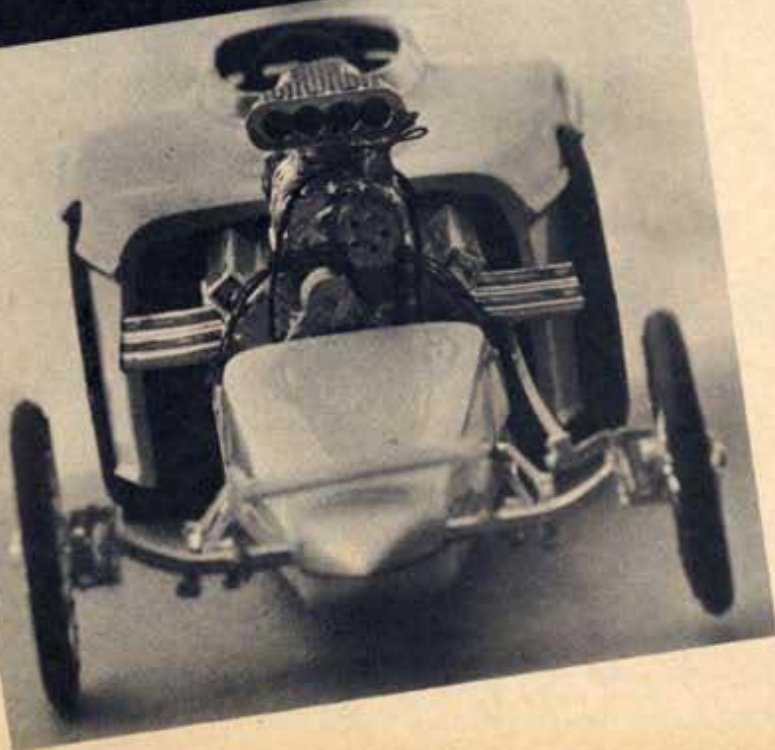
You may submit as many entries as you wish. Send photos only, please. NO KITS. Include your name, address, age and information on how you built the model. Only CAR models are eligible. We cannot return any photos submitted.

ALTERED EGOER



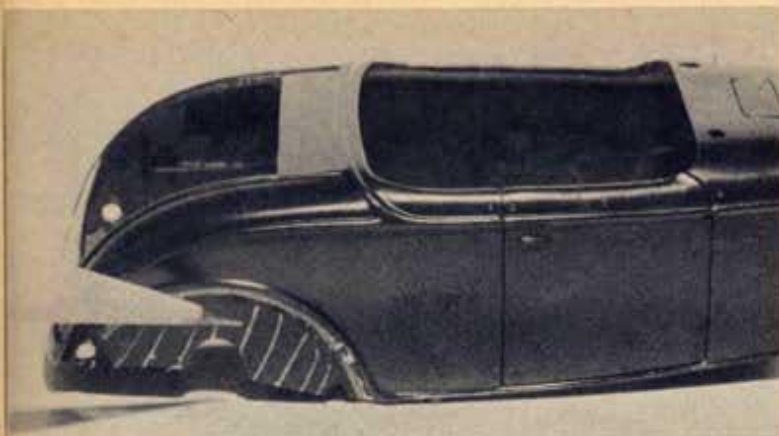
**HERE'S A RED HOT
ROADSTER GUARANTEED
TO BE A SHOW-STOPPER**

by Don Lenaker



REVELL'S TONY NANCY kit and AMT's '32 Model 'B' Roadster kit are all that is needed to build this wild altered roadster.

To start body work, first remove plastic from under wheel wells. This can be done by cutting slits up to top of wheel well. Then, using an X-Acto knife, chip these pieces out carefully. Using a coarse sandpaper which is rolled up, sand this area smooth. Taking the Tony Nancy body, cut along top of body till it reaches wrap-around portion. Now saw up to this cut from bottom. File sides of body until they are square. Next, place body section onto Model 'B' Roadster and center it. Mark width of Nancy body onto roadster with pencil. Using razor saw remove this portion from roadster. Now place deck lid into correct position. Place Nancy body in correct position, with rear of parachute sticking out about $\frac{3}{32}$ inch. Now using pencil mark correct curvature of dragster body onto roadster. Using razor saw cut as close to this curve as possible. Then with file finish shaping these pieces. Try to make these pieces fit as closely as possible. Place dragster body in place along with deck lids before gluing to check their alignment. If everything aligns glue these pieces together.



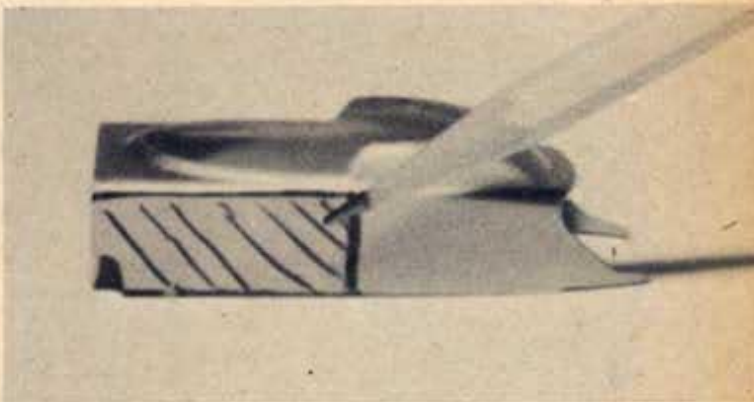
1. Body is marked where excess plastic is to be removed.



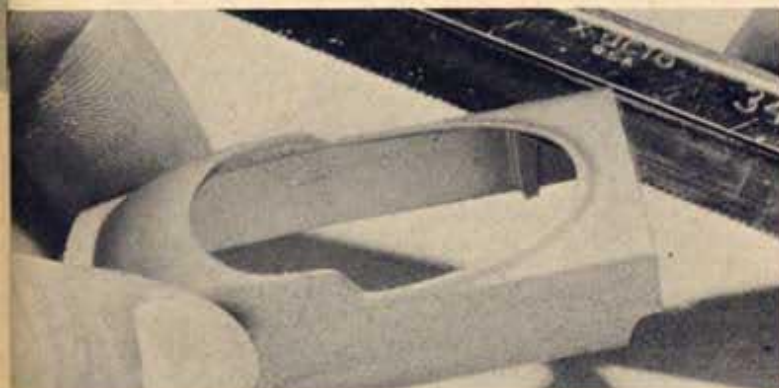
2. X-Acto knife is used to chip pieces from wheel well.



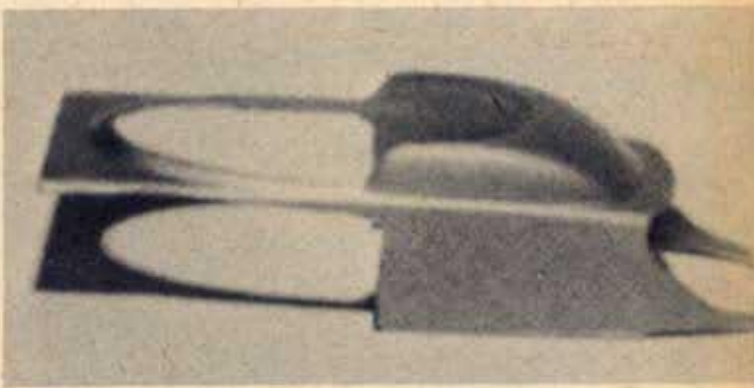
3. Sand paper is used to finish off wheel well.



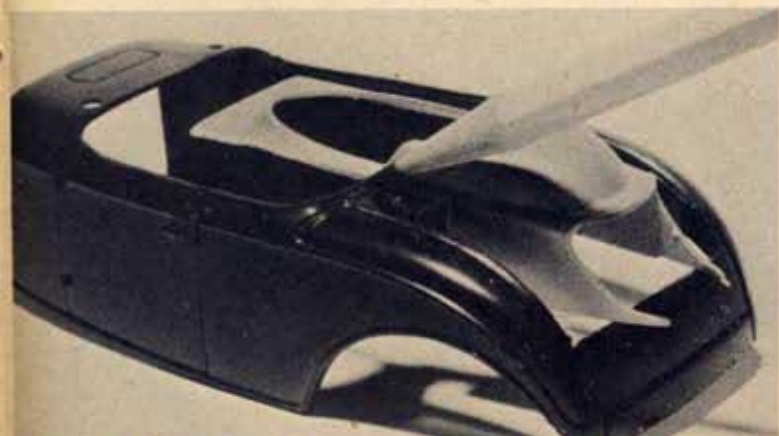
4. Tony Nancy body is marked for removal of frontal area.



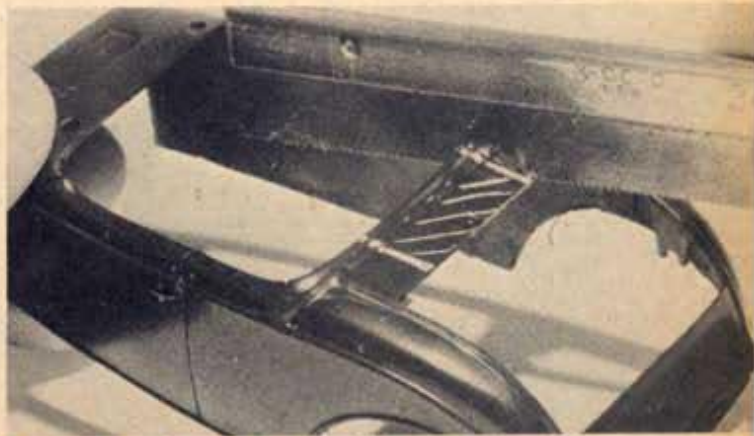
5. Use razor saw to remove area on dragster body.



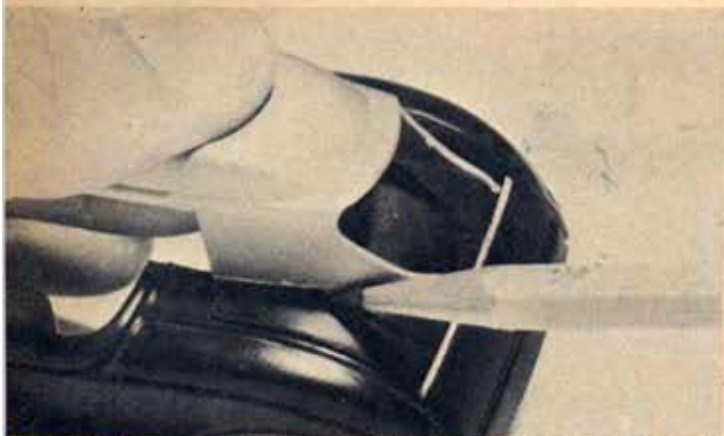
6. Body is shown in completed stage.



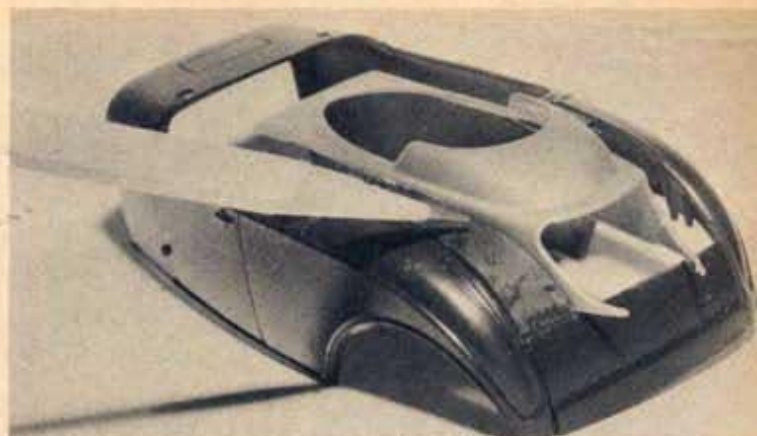
7. Body area to be removed is marked with pencil.



8. Razor saw is used to remove this area.



9. With dragster body in position, mark deck lid with pencil.



10. Make frequent check to see if deck lids fit.



11. Deck lid is in position, check alignment before gluing in place.

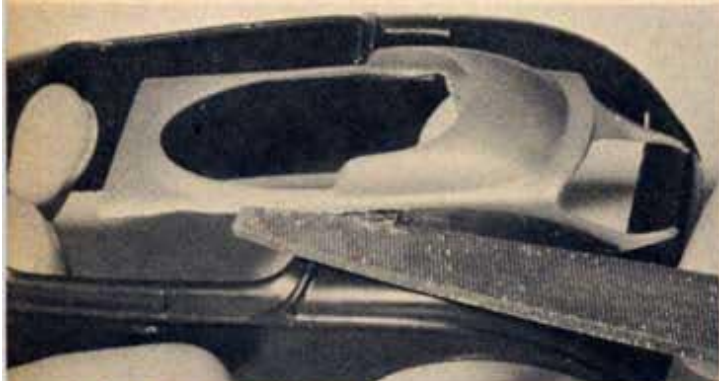
After body has dried remove body moldings down to side ride. File this area completely. Now file out front of body to regular body curve. Place body upside down on a piece of paper. Hold body steady and using a pencil draw around cockpit area onto paper. Cut paper templet out and trace this on the plastic. A large enough piece can be found in kits that have tarps for pick-up. Sheet styrene will serve the purpose also.

Using a razor saw, cut cockpit cover out leaving spare plastic for necessary trimming and filing. Use knife and file to shape cockpit cover. Make as many checks as needed to be sure of a tight fit. Glue this piece into position. When glue has dried, file this area lightly to

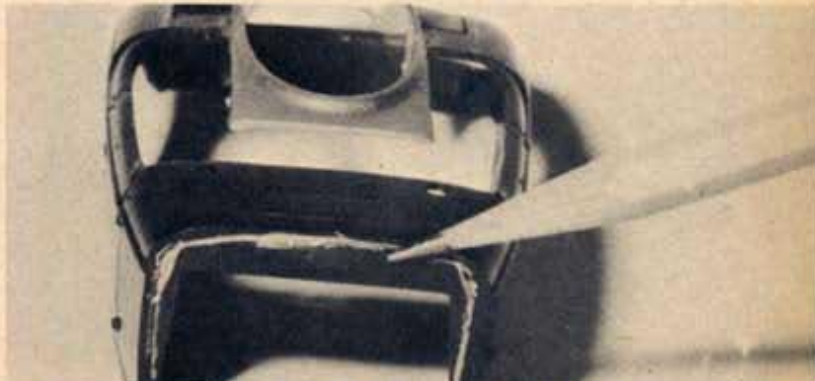
remove any edges that would protrude through the putty. After this is done completely, fill in top of roadster with a good grade of putty. Put on an extra amount to be sure of filling in all imperfections.

After body has completely dried, about 8 hrs., start sanding with #320 sandpaper. To finish sanding use #400 and #600 sandpaper. When sanding is finished apply a heavy coat of primer. If body shows any signs of nicks or hair line cracks, let dry and apply a second coat of putty. After this has dried sand these areas with #600 sandpaper.

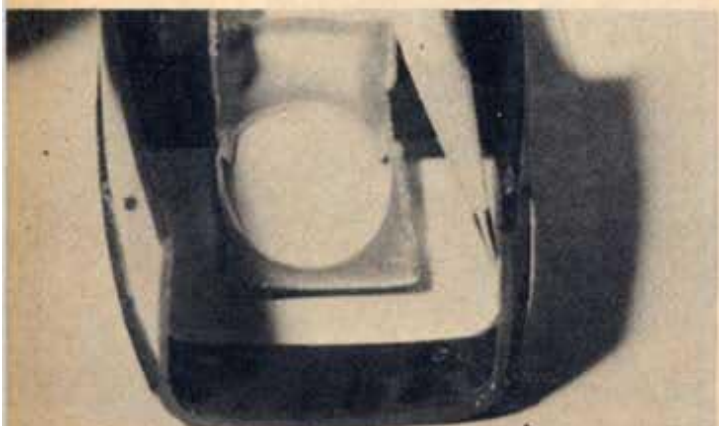
Now assemble the Tony Nancy Dragster frame according to instructions. Revell's 427 cu. in. Ford engine has the new low profile injectors and scoop.



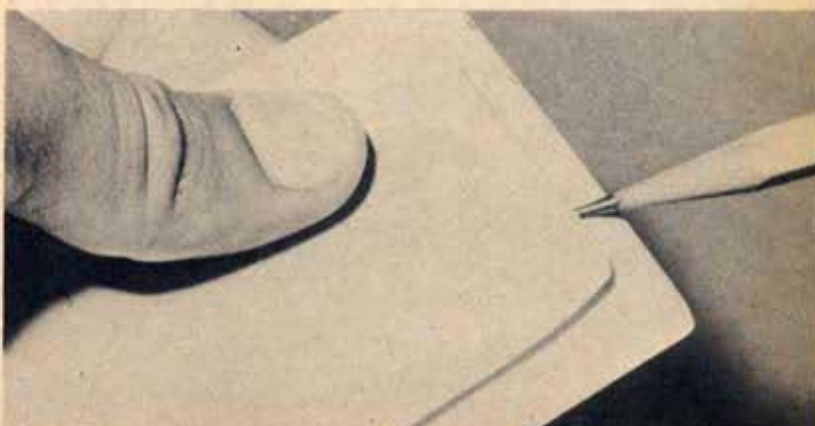
12. File moldings from body.



13. Remove plastic from front of body as shown here.



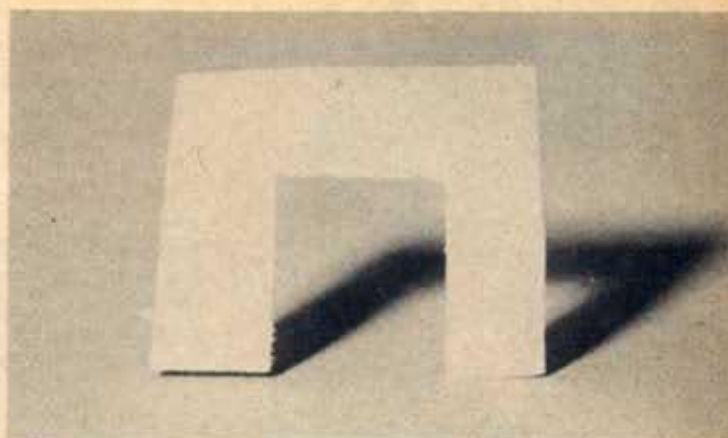
14. A template is made by tracing cockpit insides on paper.



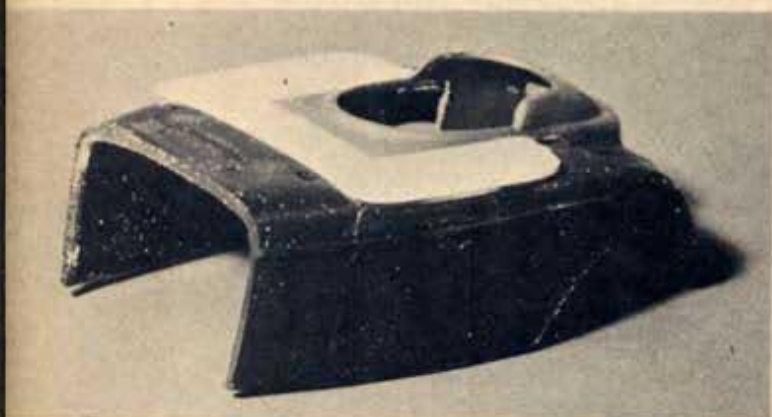
15. Using paper template, trace this onto plastic.



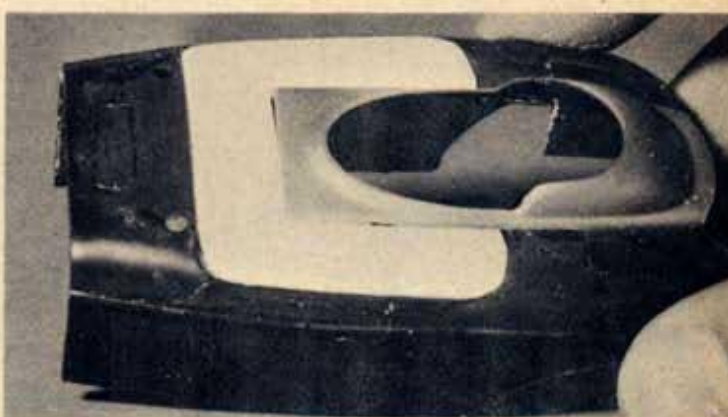
16. Razor saw is used to cut out cockpit cover.



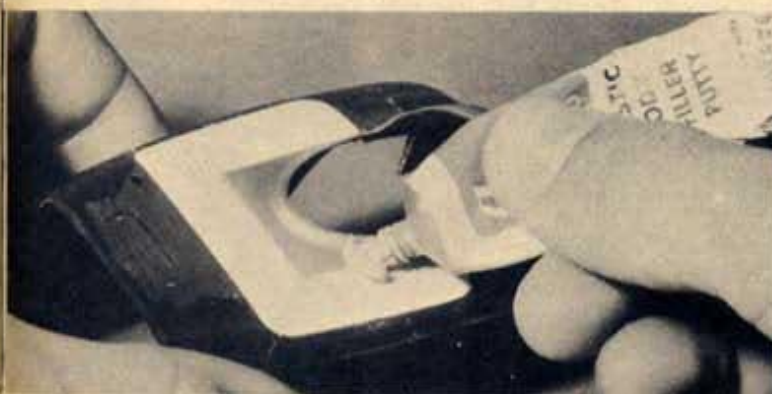
17. Roughed out cover is shown.



18. Cockpit-cover is shown in place checking its position.



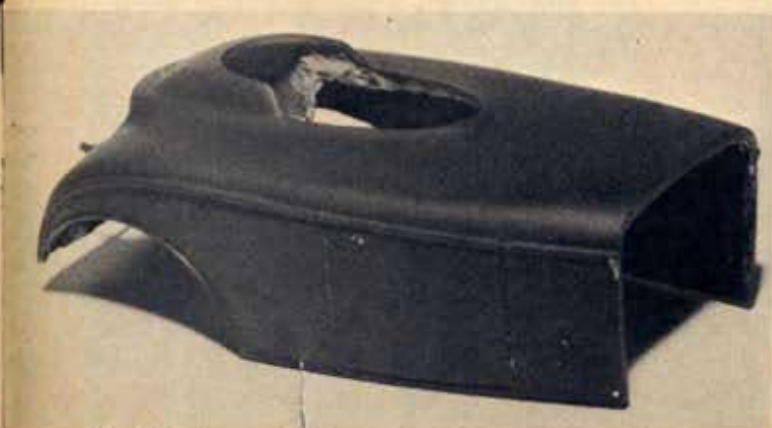
19. Cockpit cover is shown glued into place.



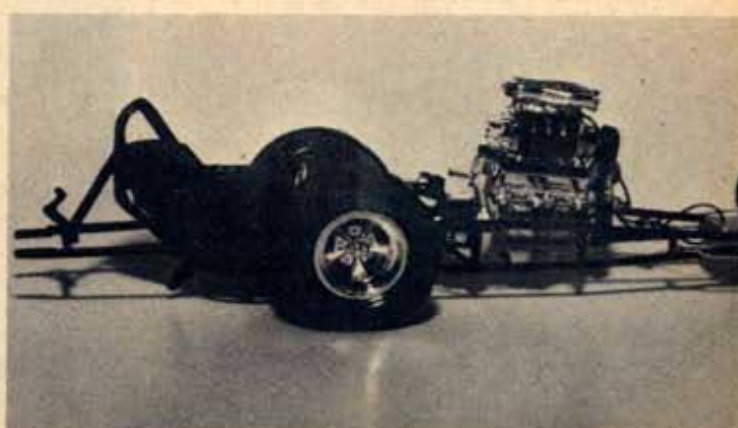
20. AMT putty is being used to fill in reworked areas.



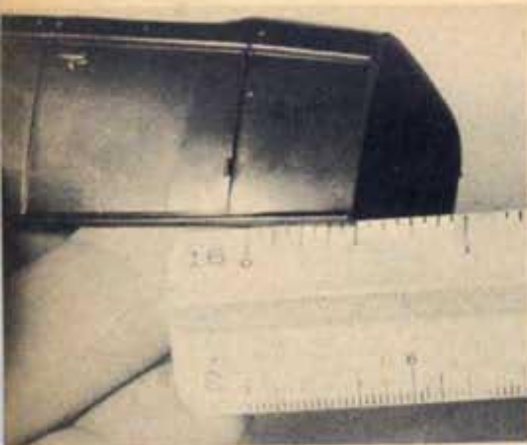
21. Body is shown in puttied condition.



22. Body is now in primed condition.



23. Tony Nancy Dragster frame is shown completed.



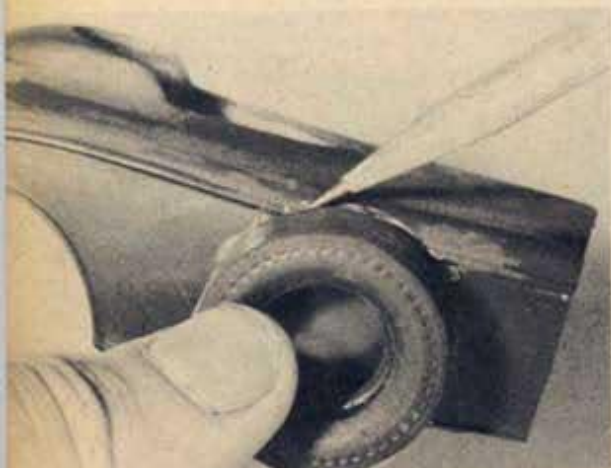
24. Use ruler to measure front of wheel well.

With these pieces your altered roadster will have a completely different look.

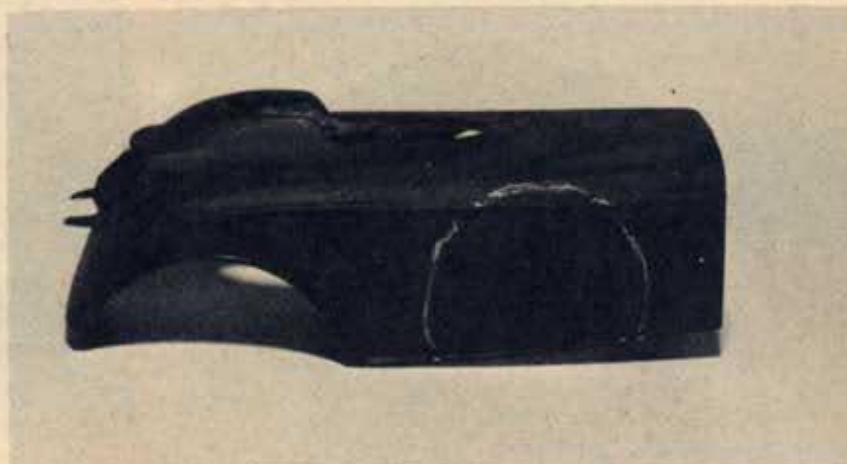
With a ruler, measure $\frac{1}{2}$ inch from front of roadster and mark with pencil. Be sure to measure this accurately as car will mount lopsided if not done correctly. Now place racing slick to body side. Tire should be positioned up to mark made previously. Slick should be put up as high as possible without going above body. Pencil scribe around slicks carefully on both sides. With razor saw, cut up along side in the same manner as done to rear wheel well. Chip these pieces out carefully. Now using a half round file, remove all sharp edges. If needed, sand out wheel wells as explained earlier. Now slip body on to check its

alignment. Rear of body should set flatly on push bar. Be sure wheel wells are made a little larger to allow body to slip onto frame. A small portion of door lines are still visible with all the removed area. Fill in these spots and let dry. Sand these out with #600 sandpaper, then re-sand again very lightly with #600 sandpaper. Prime complete body and let dry. Take the Nancy lower body #55 and nose piece #63 and prime them also. After all body pieces are painted, first place lower body to frame.

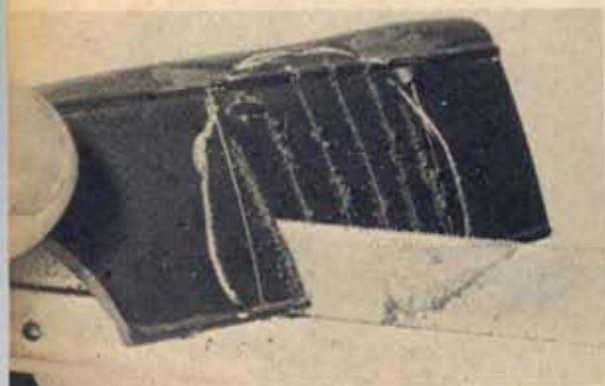
Glue parachute into place and wrap around wind shield into position. With these modifications completed, your altered roadster should be finished in traditional style.



25. Trace around slick to locate wheel well.



26. Body is shown with wheel well scribed in correct position.



27. Use razor saw to remove plastic for wheel.



28. Use sandpaper to cherry out wheelwell.

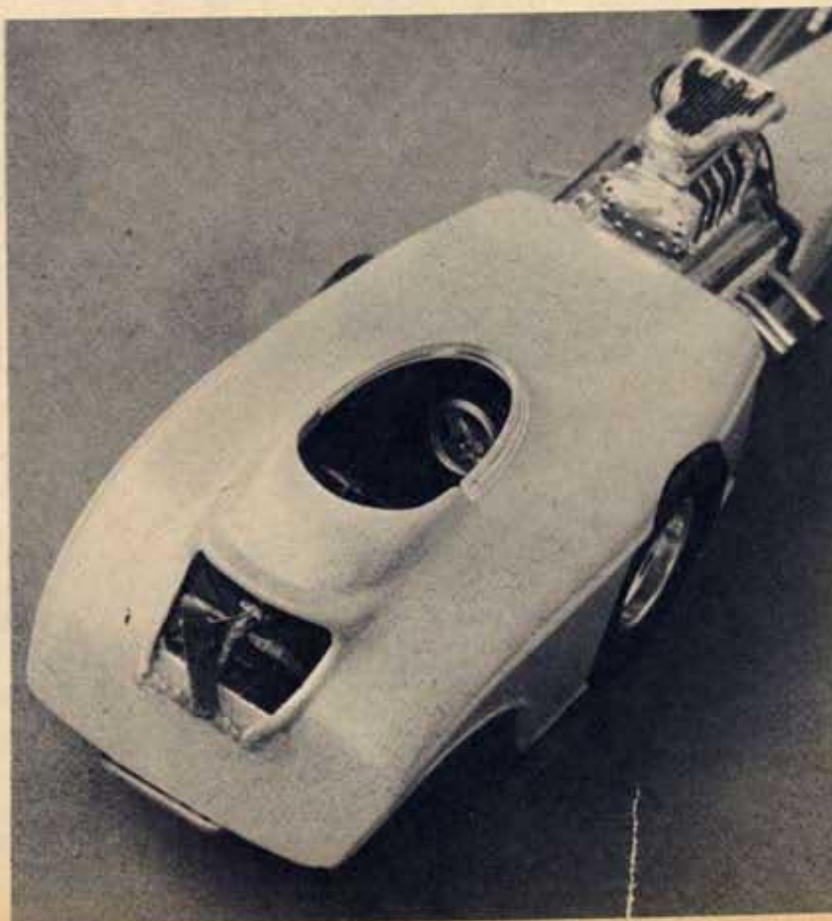


TABLE TOP RACING SECTION



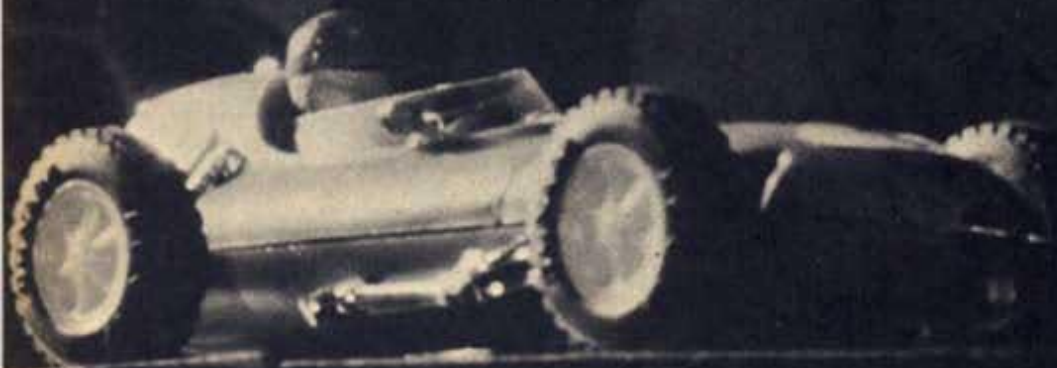
PHOTO CONTEST

Each month Model Car Science will award valuable prizes to the readers who submit the best photos of slot racers in action. Send your photos to: Table Top Photo Contest Model Car Science, 171 Barrington Pl., Los Angeles 49, Calif.

THIS MONTH'S
PHOTO CONTEST
WINNER IS

KENNETH M. PRICE, JR.
7706 WESTROCK
SAN ANTONIO, TEXAS

SLOT RACING ON



A BUDGET

Here's a Custom
Track for \$25.00!

If you're laboring under a limited budget but a slot racing course of your own is your goal — then here's how you can reach your objective.

Our project will be based on the track completed, less power supply and hand controllers. Also, no understructure, such as legs, etc., will be figured. However, \$5.00 of the money will be allowed for tools; the balance for track materials. You furnish the labor at the Siberian pay rate — nothing. We will supply a couple of possible designs but that does not mean you cannot figure up something better to fill the board. We will list the materials at the end of this article, based on prices here in California. They should be compatible throughout the country, excepting the use of what is known here in the west as particle board, and Nova board in other areas. Nova board prices, in the Midwest as an example, run much more than our particle board prices here. Therefore, do not hold us to the prices listed and your track could run a few dollars one way or the other from our figures.

We are going to actually give you construction information on two different types of material. Also, we will give you two different systems of construction, standard slot and/or locked slot; for a total of four alternatives.

System #1 . . . Standard Slot . . . particle board and plyscore underbase. In this construction method you will first transfer your chosen track design to the $\frac{3}{8}$ " thickness particle board. Then with a power router or high speed drill jugged up, the slots for the lanes will be cut. A router bit of $\frac{1}{8}$ " o.d. will be used and the slot will be cut $\frac{1}{4}$ -inch deep. Route all the curves first, using a rod on the router and pivoting from the point you used to draw your radii. Once all the curves are routed they will be connected by routing the straights. In this case a straightedge board will be used as a guide. You should push forward and toward the board when doing straights to eliminate the router from doing its own

By Bill Sippel

design work. Under no circumstances try to route any part freehand. You just cannot control the router and your track will be ruined. If you are using braided wire you should sub-route the thickness of the braid on either side of the slot so the wire can be set flush with the track surface.

Once the routing is completed, the particle board may be bonded with glue

Two combinations are available for a pair of 4' x 8' panels — an L or a T, depending upon the builder's space available. Both plans have optional lane or the builder can provide his own routes, course if neither of these fill his desires.

or screwed down, or both, to the plyscore material. This material can be either 5/16" or 3/8" thickness, the price difference is just pennies. Next, the contact material may be applied. If you prefer the tapes, you can use either aluminum or copper and in both cases it comes with an adhesive back. If braid, it can be purchased with an adhesive back or plain and in the latter case applied using a bonding agent.

System #2 . . . Standard Slot . . . masonite and plyscore underbase. First, transfer your track design to the masonite. If you use 1/4" masonite (untempered) you may route it or bandsaw it, as you will be cutting clear through the material. If you use a bandsaw, you must remove 1/8" in width and be very careful you do not let the blade wander from the line. If routing, use the same methods as outlined in system #1. The balance of all the operations will also follow in order as described in system #1. However, if you should use 1/8" masonite, it must first be bonded or screwed to the plyscore after the design is transferred. Then it can be routed as in system #1 and all other continuing operations remain the same up to completion. In this system band sawing is, of course, out.

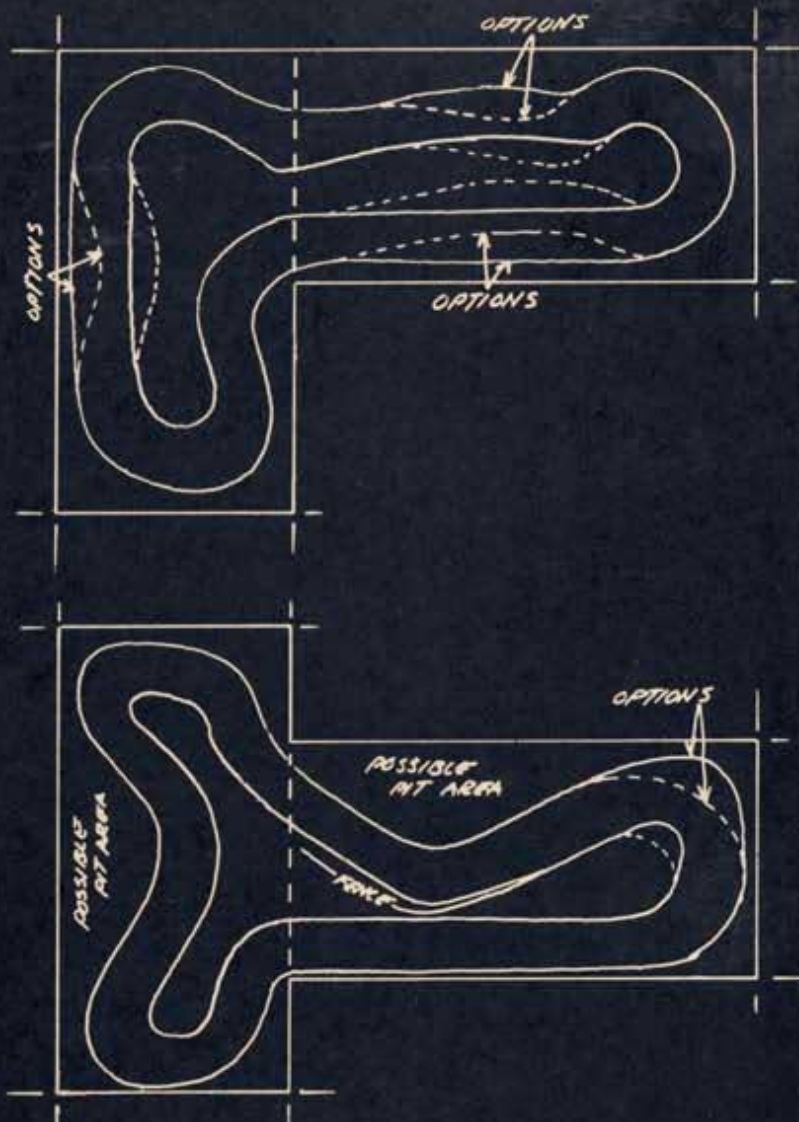
System #3 . . . Locked slot . . . particle board and plyscore underbase. In this case you will transfer your design to the particle board, UPSIDE DOWN or REVERSED to the final design. Using 3/8" material, rout as described in system #1, except you will use a router bit a minimum of 1/4" o.d. and a maximum of 3/8" o.d. Cut 1/4" deep. Once the complete track is routed you are ready for stage two. Use a 1/8" router bit with a bushing on it the diameter of the first router used to act as a guide. Run around the existing slots with the router protruding enough to cut on through the material. Next, flip the pieces over and fasten them to the plyscore as described before. You now have a 1/8" upper slot area with a hollow below to allow the lock-in slot type racing. You are now ready to continue with the track contacts, etc., and this will again follow the description as given in system #1.

System #4 . . . Locked slot . . . Masonite and plyscore. In this system you transfer your design to BOTH the masonite and plyscore. Be sure the lines are in exactly the same position on both sheets as you will have a mating overlay in due time. First route or bandsaw the masonite (in this case it MUST be 1/8" thickness, untempered) as in system #2,

to a 1/8" width, cut clear through. Next you must route the plyscore using a maximum o.d. router bit of 3/8" or a minimum o.d. bit of 1/4". The cut should be between 3/16" and 1/4" deep. Once these cuts are made fasten the masonite pieces to the plyscore, as described before, and you end up with a 1/8" slot opening on top with a hollow below to allow the lock-in slot system. From this point on comes the contact material and construction finished as described in system #1.

NOTE . . . Systems #3 and #4 can be run either standard or as lock-slot. The main difference between systems #1 and #2 and systems #3 and #4 is time, not material.

Getting clear back to the start . . . this is how we came up with a \$25.00 track. If you must buy router bits you will spend from \$1.50 to \$4.00, depending on the system you pick. A router rental for a full day will run approximately \$5.00. If you use one of the simpler systems you can complete the tool



phase of the operation well within the \$5.00 budget. The most deluxe system should be within \$10.00, tooling-wise.

Now, what happens to our remaining \$20.00 for material? We chose to do a three lane layout to keep the boards in stock standard 4' by 8' sheet size and still not cramp the course. We spent our money about 50/50 between lumber and the other basics. See the various combinations in the spec chart. As you can see, it can be done for a little more or a little less, depending on your wants and needs.

On the final design layout, if it is for garage, basement or den, pick the space you have available, then do not trap yourself in the marshalling department. A lock-slot system will help aid this problem. Also, a three lane minimum allows the race to continue even when one car spins out. Once you have your driving skill down to near-perfection, just reverse your transformer wires and run the opposite direction, it's like a whole new track...

Several alternate methods of routing are discussed in the text; two for lock-slot construction and two for conventional. Both are shown here in cross-section. At bottom is wiring diagram for the 3-lane layout.

Roughly 180 lineal feet of electrical contact tape or braid will be required for three lanes at 30 feet each per lap.

MATERIAL LIST

Designation	Description	Size	Cost
A	180 feet aluminum tape	1/4" wide, stock-back	\$ 2.95
B	180 feet braided wire	3/16" wide	10.80
C*	Bonding agent, 3M, #1357	one quart	2.94
D	Particle board	4' x 8', 3/8" thick	2.56
E	Untempered Masonite	4' x 8', 1/4" thick	3.68
F	"	4' x 8', 1/8" thick	2.65
G	Plyscore	4' x 8', 5/16" thick	2.65
H	Plyscore	4' x 8', 3/8" thick	3.04
I	Track to transformer wire	10-foot length	.40
J*	Bonding agent or screws	Sufficient quantity	1.50

* Item C replaces J when using braided wire; enough to bond both boards and braid.

TOOLING LIST

1	Router bit	1/8"	1.50
2	Router bit	1/4", 5/16" or 3/8"	2.75 (avg.)
3	Power router (rental)	(per day, avg.)	5.00
4	Router bushing (for spacer)	(approx.)	.30

TYPICAL COMBINATIONS OF PARTS AND TOOLS

Test example #1

Item	Cost
A	\$ 2.95
D	2.56
G	2.65
I	.40
J	1.50
1	1.50
3	2.25 (4 hr. rental)

Total: \$13.81

Test example #2

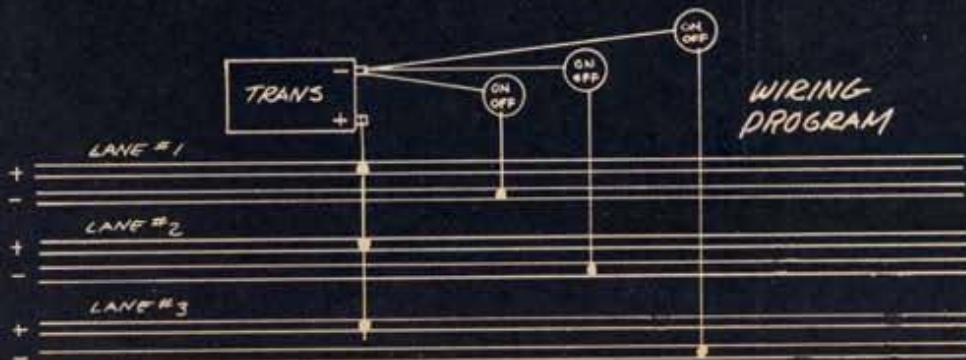
Item	Cost
B	\$10.80
C	2.94
D (2 rqd)	5.12
G (2 rqd)	5.30
I	.40
1	1.50
3	2.25 (4 hr. rental)

Total: \$26.51

All prices, of course, will vary in different parts of the country; they will be lower as frequently as higher. The type of outlet will cause price fluctuations, too; for example, a used lumber store will often have Plyscore far lower in price than indicated here.



END VIEW OF CUT SHAPES





BEFORE

**WHEN FRIENDS
WANT TO TRY YOUR
GEAR THEY'LL
HAVE A BALL WITH . . .**

The 19¢ FERRARI

LIKE A LOT OF SERIOUS SLOT RACERS, I occasionally find myself in a very embarrassing position. Most of my cars are pretty wild. I mean, I've put a lot of time and money in them to make them go and handle like the car they're supposed to represent. Like the real thing, they're pretty delicate, and not meant to be banged around. So what's the problem? I'll tell you. See if it doesn't ring a bell.

Every so often, while we are entertaining company, the subject of slot racing comes up, (usually by a friend's boy or girl, anxious to get their hot little hands on my track) and someone asks to see the layout in the basement. Naturally, being proud of my slot racing equipment, I am quick to show it to them. However, showing a piece of static equipment is not enough, as you could probably guess — not when the equipment happens to be slot racing gear. This means everything has to be turned on, and some hot laps run. Fine and dandy, but you know darn well no one brings their own cars, and therefore we are faced with the prospect of turning all of our finely tuned, and expensive equipment to a group of anxious children, and inexperienced adults, all of whom consider the little jewels TOYS! Egads! "Watch this Martha, it'll go right over that wall there . . ." Shudder.

Alright — they ask to use the cars. Right away I am in a state of shock. I can do one of two things — either say "No, I'm sorry, you can't race them, they're too delicate," and thereby create a lot of hard feelings, or I can go ahead and smile and hand all my pets over to the little monsters and watch their grubby little hands rove all over MY defenseless machines, and stand around on one leg and grit my teeth while my cars splatter all over the concrete.

Then — last week — inspiration! I was roaming through the local 5 and 10 cent store, when I spied an interesting little car in with all the other plastic toys for children. It was a little Red Ferrari roadster, and by golly, it wasn't bad either! It wasn't right dead on the nose scale-wise, of course, but it was made of Polyethylene and virtually indestructible. It had hideous little

plastic wheels that snapped into the bottom and were held in place by a plastic belly pan. The price tag was interesting, however — 19 cents! Right away wheels started to turn in my head. I snapped the bottom out and removed the wheels, while an interested clerk stood by and watched. Then I twisted the body violently to see how strong the body was, and just in the nick of time I saw the manager of the store moving in on me, and I hurried to the counter and made my big 19 cent purchase. I could hardly wait to get home!

Now then — if I could just build a rugged chassis, one that was virtually uncrushable, and mount a body on it that just could not be broken — well then, it doesn't take an Einstein to figure out what I had in mind, does it? I could build several "house cars" and save them for special occasions, such as when company comes, or when my own children wanted to race, (my boy still belongs to the "crash and burn" school) and they would have a good car to race, and my own weird creations could rest safely in my racing case.

The more I thought about it, however, the more I wanted to provide the visitor with a really good car. One that was strong, and unbreakable of course, but FAST too. After all, a person who has never been introduced to our fascinating sport shouldn't have his maiden ride in a real DOG, now should he?

I obtained one of the new 1/32 chassis kits made by Monogram. They have just come out with a completely new line of slot racing cars which include two 1/32 scale jobs and seven in 1/24th. The adjustable, 1/32 scale chassis is a beautifully designed unit which uses the same motor that Revell uses. It is a Japanese unit which is really small and fast. Monogram calls it the "Tiger X-100," and it is supplied with their adjustable chassis kits. The kit itself goes together very easily and runs extremely smooth. I was very happy with the completed chassis, and turned some very hot laps on my own 4 lane track, with the car freshly bolted together, right out of the box.

I took the Ferrari apart and threw the wheels and belly pan

away. The plastic car, incidentally, is made by the Processed Plastic Co., of Aurora, Ill., and is available in just about every 5 and 10 cent store throughout the country. Available cars include a Lotus 19B sports car, a birdcage Maserati, an E-Jag roadster and the Ferrari pusher that I bought. Woolworth's 5 and 10 cent stores handle these cars, and therefore, you shouldn't have any trouble locating them. After I took the wheels and belly pan off I cleaned up the wheel wells and cockpit area with a small file, and then removed all of the extraneous plastic on the bottom of the car with a Dremel tool, but the polyethylene is so soft it can be cut away with an X-Acto knife with ease. I then mounted the body to the Monogram chassis, using a technique that consists of screwing small wood body blocks to the frame, in the front and rear, and then trimming the blocks to fit the inside of the body shell so the body will set just right on the chassis. Then, using a tube of General Electric bathtub sealer, I squeezed a neat row on top of each body block and let it "set" for a few minutes and then pressed the body down over the body blocks and let the whole thing dry. It provides a very durable body mount, and the whole thing is completely vibrationless, as the body doesn't actually touch the chassis. The G.E. sealer acts as a shock absorber between the two.

I didn't bother to try to paint the body, as Polyethylene is so pliable it is difficult to keep paint on it, and besides, with small children handling it, it would probably be on the floor, upside down, anyway. I did take a nice selection of Russkit decals, however, and place them strategically on the Ferrari body. The results were very pleasing, and the finished car went like a burned bee, and looked good to boot.

I'm proud of my 19 cent Ferrari. Why don't you skip down to your friendly 5 and dime and pick out a new racing stable? Your neighbors will love you for it.

ACCESSORIES FOR THE BUFF ON A BUDGET

When you get tired of rifling through the expensive car kits in your local hobby shop, searching for inexpensive cars for the spectator parking lot, or pit area on your track, why not try sauntering back down to the local five and dime for another look through their toy department. There is actually quite a selection of fairly realistic looking cars available, and with some ingenuity and a little imagination, several of the cars can be made into very nice, immobile accessories.

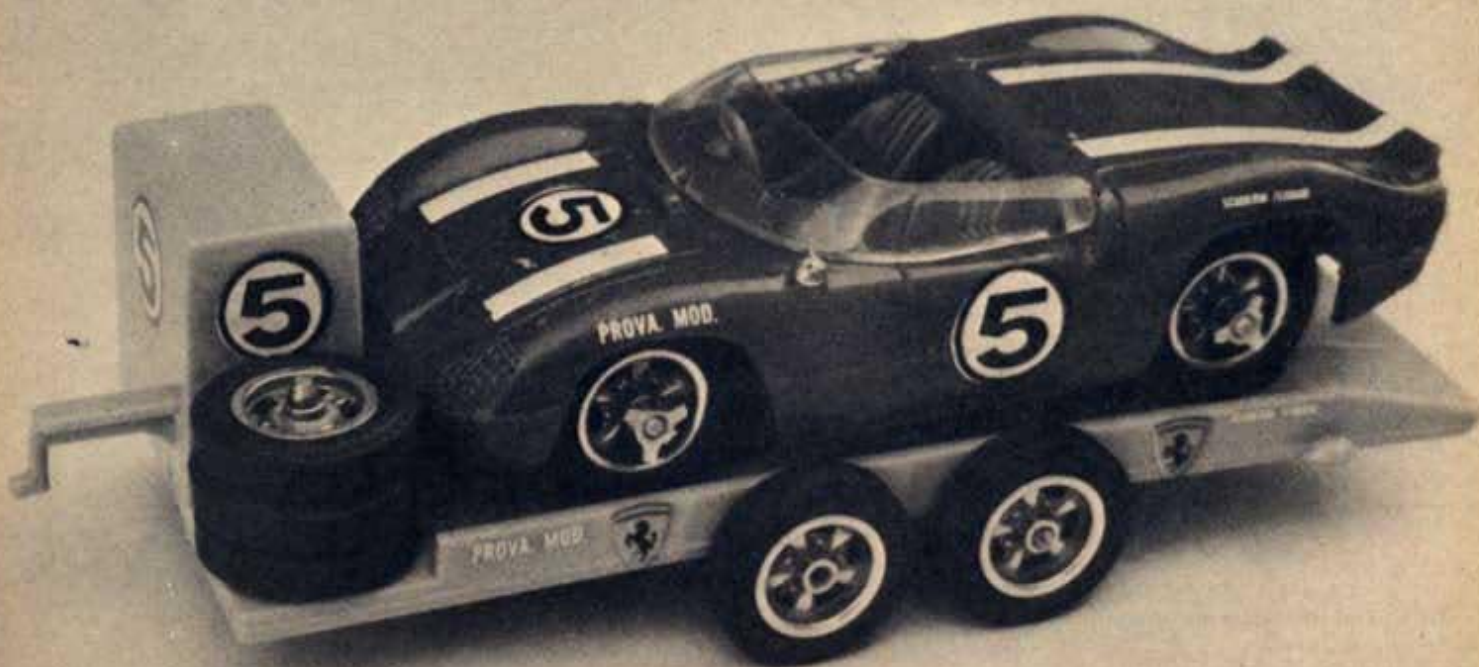
The same company that produces that 19 cent Ferrari, and the other cars mentioned earlier, has a very neat looking station wagon and racing trailer and car, combination, that is available in almost all of the nation-wide chain dime stores, such as Woolworth's. It is packaged on one card, under a plastic bubble, and sells for 89 cents.

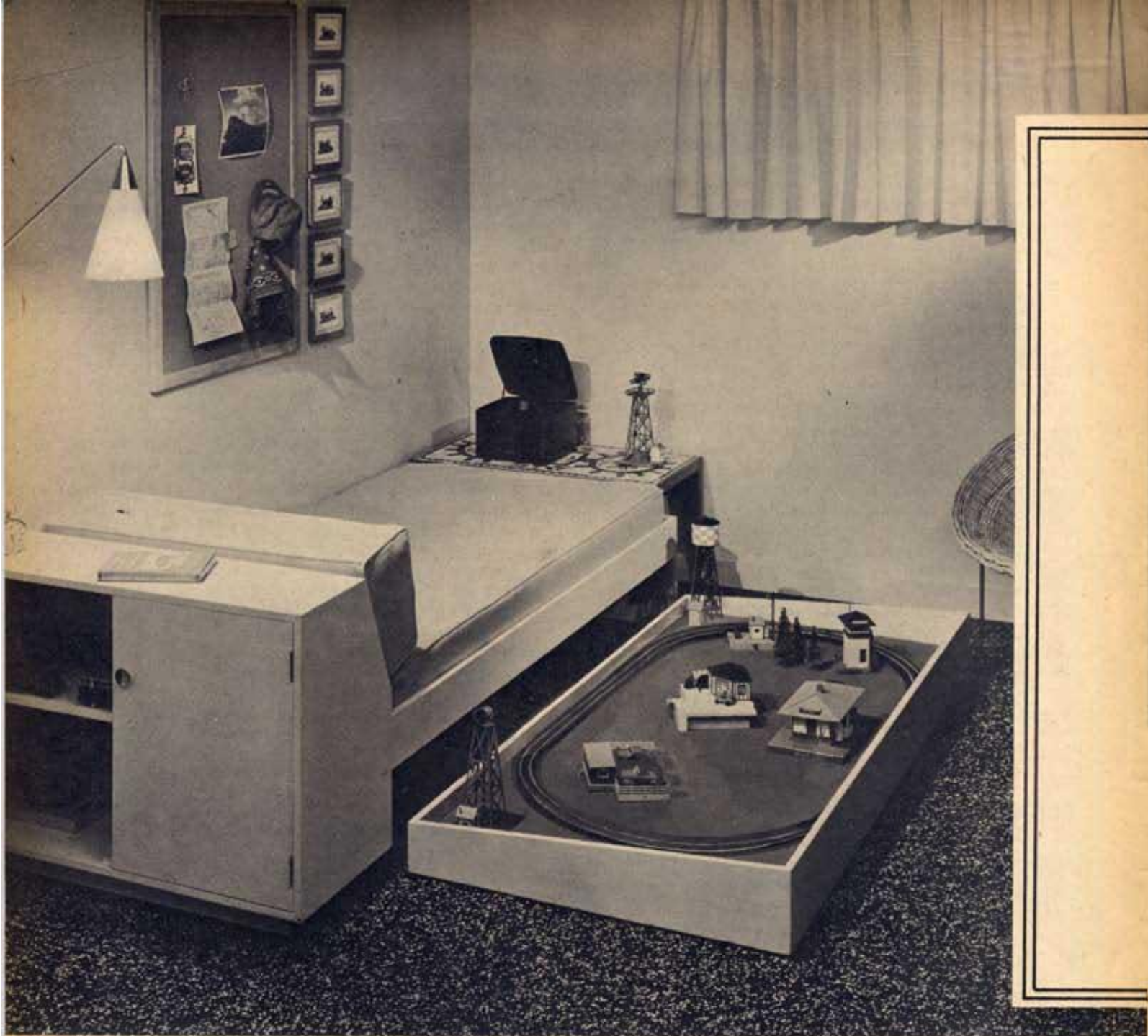
I bought one for my pit area, and although the station wagon is not quite scale, it is close enough that it creates no problem, as it is not out with other cars on the track, where it could be compared in size. I threw away the axles and wheels off the trailer, and installed magnesium racing wheels and Revell tires, and also replaced the stack of plastic wheels that serve as spares for the racing car, with a stack of mag wheels and mounted tires. I then placed some Russkit decals on the sides of the trailer. Painting is not necessary, as the color is moulded right into the Polyethylene plastic.

While you are at it, carefully trim the excess plastic from the wheel wells and cockpit of the racing car that sets on the trailer. Replace the plastic wheels and tires with spare slot racing wheels and tires, (everybody has a lot of old spares lying about) and apply some decals. The combination after detailing is a beautiful addition to any pit or paddock area. All for 89 cents. Where else can you purchase a station wagon, a trailer, AND a racing, car, for that kind of money?

AFTER

Realistic in many details, this Ferrari's original cost was only 19¢.





ROLL AWAY

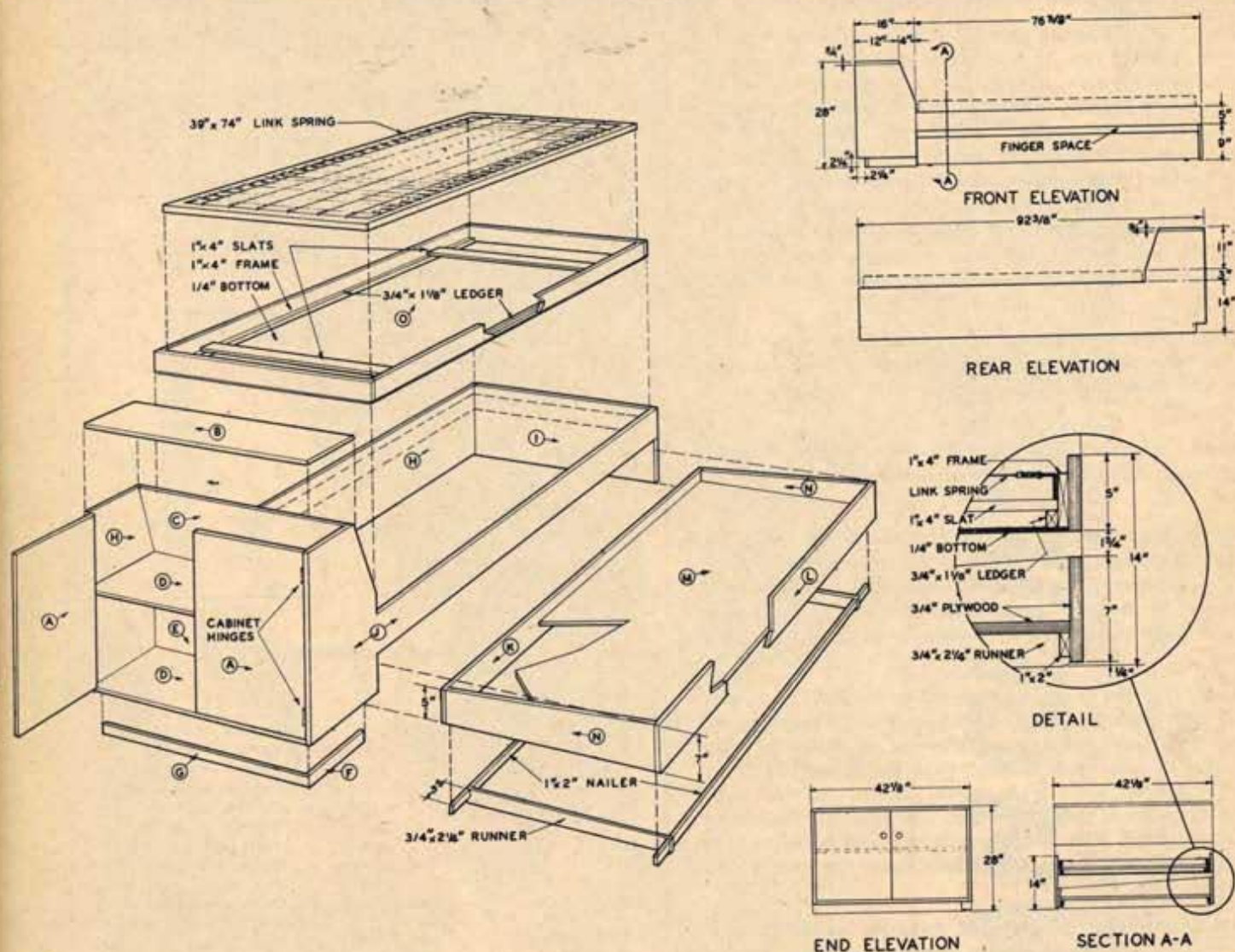
IF YOU ARE TROUBLED BY THE PROBLEM OF PROVIDING SLOT RACING SPACE IN AN AVERAGE-SIZED HOME, THIS DESIGN CAN BE A PRACTICAL SOLUTION.

If you've got the yen to race but no space, this under-bed track has been designed to accommodate an average, single-sized link spring and mattress. Slot cars and accessories, when not in use, can be placed on shelves in the storage cabinet that also serve as a headboard.

EASY STEP-BY-STEP INSTRUCTIONS

With no rabbeted or dadoed joints to make, this unit can be easily constructed without using power tools. Follow procedure given in this plan for simplest and speediest construction.

1. All parts are first carefully laid out on plywood as shown on cutting diagrams and parts schedule. Allowance must be made for saw kerfs between adjacent parts.
2. Next, cut all component plywood parts to size. After cutting ends and sides to length, assemble 1 x 4-inch frame. Be sure that the link spring which must fit within this frame has 1/16-



GRAND PRIX

inch clearance at all inside faces. Glue and nail $\frac{3}{4}$ x $1\frac{1}{8}$ -inch ledger strips and 1 x 4-inch slats as shown. Now apply $\frac{1}{4}$ -inch plywood to bottom edges of frame assembly.

3. Using 6d nails and glue, fasten storage cabinet sides and rails to bed frame assembly. Be sure that the vertical back of storage cabinet has been notched for toe space and the foot board notched to receive bed rail before fastening them to bed frame between sides as shown. Install cabinet bottom after fastening $2\frac{1}{4}$ -inch base to form toe space on adjacent sides. Nail and glue sloped cabinet back and shelf into place between sides. Apply top and then hang doors, using semi-concealed cabinet hinges.

4. Construction of train board is next. First, rip $\frac{3}{4}$ x $2\frac{1}{4}$ -inch runners from 1 x 3-inch fir stock. Fasten these to underside of train board with 6d finish nails and glue in position as shown. Attach sides to complete assembly.

5. Ease all edges with a block plane and then sand with 1-0 paper. Using spackle or wood paste, fill all nail holes and exposed plywood edges. Finish sanding should be done with 3-0 paper.

6. Finish cabinet completely with stain or paint as recommended. Door edges should be thoroughly sealed and both faces finished alike.

7. Install door pulls and catches after last coat of finish has thoroughly dried.

BUILDING TIPS

Fir plywood is manufactured in large-sized panels which simplify every building step for you. Laying out the parts for cutting is the only step required before starting actual construction. Be sure to allow for saw kerfs between adjacent pieces.

SAWING. For hand-sawing use a 10 to 15 pt. cross-cut. Support panel firmly with face up. Use a fine-toothed coping saw for curves. For inside cuts start hole with drill then use coping or keyhole saw. For power sawing a plywood blade gives best results but a combination blade may be used. Panel face down for hand power sawing. Panel face up for table power sawing. With first cuts, reduce panel to pieces small enough for easy handling. Use of scrap lumber underneath panel prevents splintering on back side. Plan to cut matching parts with same saw setting. If available you may use a jigsaw, bandsaw or sabre saw for curved cuts. In any case be sure blade enters face of panel.

DRILLING. Support plywood firmly. For larger holes use brace and bit. When point appears through plywood, reverse and complete hole from back. When drilling, finish slowly to avoid splintering.

PLANING. Remember, edge grain of plywood runs in alternate directions so plane from ends toward center. Use shallow-set blade.

SANDING. Most sanding should be confined to edges with 1-0 or finer sandpaper, before sealer or flat undercoat is applied. Fir plywood is sanded smooth in manufacture — one of the big timesavers in its use — so only minimum surface sanding is necessary. Use 3-0 sandpaper in direction of grain only, after sealing.

NAILING. Nail size is generally determined by thickness of plywood used. With glue, the following sizes will produce strong joints. For $\frac{3}{4}$ -inch, and $\frac{5}{8}$ -inch plywood, 6d casing or finish nails. For $\frac{1}{2}$ -inch, 4d or 6d finish nails. For $\frac{3}{8}$ -inch, 3d or 4d. For $\frac{1}{4}$ -inch, use 1-inch brads or (for backs where there is no objection to heads showing) 1-inch blue lath nails. Substitute casing for finish nails wherever a heavier nail is needed. For exterior work, use galvanized or hot-dipped, zinc coated nails to avoid rust.

OTHER FASTENINGS. Screws, bolts, and other special fastenings may be used. Always pre-drill for screws. Minimum screw sizes for each thickness of plywood are recommended as follows: $\frac{3}{4}$ -inch plywood, 1 $\frac{1}{2}$ -inch No. 8; $\frac{5}{8}$ -inch plywood, 1 $\frac{1}{4}$ -inch No. 8; $\frac{1}{2}$ -inch plywood, 1 $\frac{1}{4}$ -inch No. 6; $\frac{3}{8}$ -inch plywood, 1-inch No. 6; $\frac{1}{4}$ -inch plywood, $\frac{3}{4}$ -inch No. 4.

GLUING. Glue may be used on both edges and faces. Apply glue to clean surfaces. Press firmly together until "bead" appears. Maintain pressure with clamps, nails or screws to allow glue to set. For exterior exposure use resorcinol type waterproof glues. Gluing is recommended for strongest, permanent fastening.

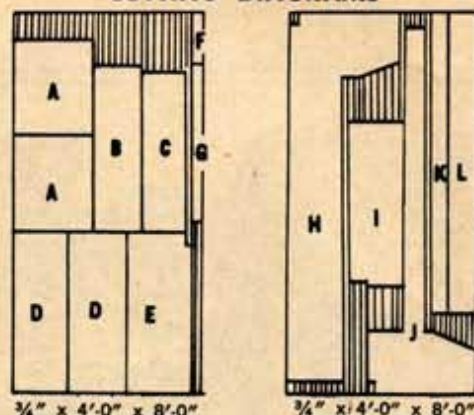
HOW TO BUY FIR PLYWOOD

Fir plywood comes in two types: 1. EXTERIOR-TYPE for outdoor use. 2. INTERIOR-TYPE for indoor use. Within each type are grades for every job (i.e., grades with two good sides where both sides of the panel will be seen, grades with only one good side for applications where only one side will be in view in the finished job).

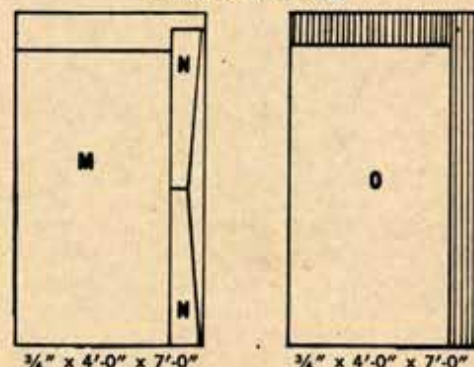
INTERIOR FINISHING TIPS

For best results use only top-quality materials. Follow manufacturer's instructions. Extra care in surface preparation and application will add to lasting appearance. Clean all surfaces perfectly and fill nail holes with wood paste. Sand lightly be-

CUTTING DIAGRAMS



INTERIOR DFPA - A-D



PARTS SCHEDULE

CODE	NO REQ'D	SIZE	PART IDENTIFICATION
A	2	20 $\frac{1}{4}$ " x 24 $\frac{1}{4}$ "	Cabinet Door
B	1	12 $\frac{1}{4}$ " x 42 $\frac{1}{8}$ "	Cabinet Top
C	1	11 $\frac{1}{4}$ " x 40 $\frac{3}{8}$ "	Cabinet Headboard
D	2	14 $\frac{1}{2}$ " x 40 $\frac{3}{8}$ "	Cabinet Shelf & Bottom
E	1	17" x 40 $\frac{3}{8}$ "	Cabinet Back
F	1	2 $\frac{1}{4}$ " x 13"	Cabinet Base
G	1	2 $\frac{1}{4}$ " x 39 $\frac{3}{8}$ "	Cabinet Base
H	1	See Drawings	Cabinet Side & Rail
I	1	14" x 41 $\frac{3}{8}$ "	Foot Board
J	1	See Drawings	Cabinet Side & Rail
K	1	5" x 75 $\frac{1}{2}$ "	Train Board - Back Rail
L	1	7" x 75 $\frac{1}{2}$ "	Train Board - Front Rail
M	1	39 $\frac{3}{8}$ " x 74"	Train Board - Bottom
N	2	See Drawings	Train Board - Side Rail
O	1	40 $\frac{3}{8}$ " x 75 $\frac{3}{8}$ "	Bottom - Bed Frame
	14 Lin. Ft.	$\frac{3}{4}$ " x 1 $\frac{1}{8}$ "	Ledger
	14 Lin. Ft.	1" x 2"	Nailer
	8 Lin. Ft.	1" x 3"	Runner
	28 Lin. Ft.	1" x 4"	Frame and Slats
	1 Ea.	39" x 74"	Link Spring & Mattress
	2 Pr.	Semi-Concealed Hinges
	2 Ea.	Friction Catches
	2 Ea.	Door Pulls

MISCELLANEOUS—6d finish nails and glue finishing materials

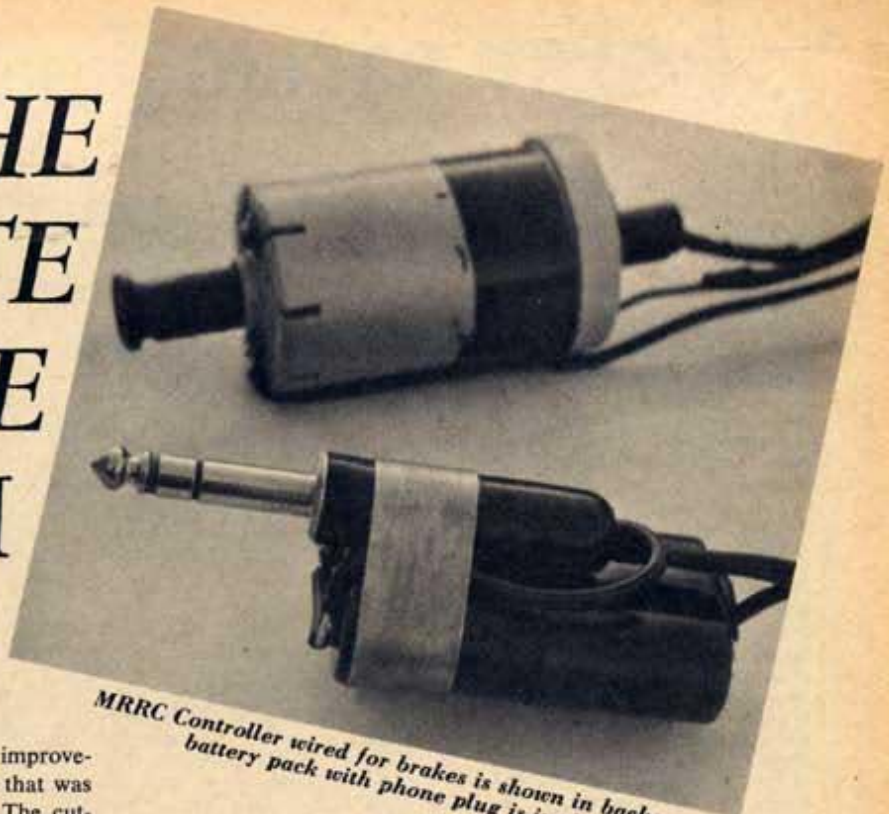
tween paint coats. Use non-toxic finishes for items to be used by very young children.

PAINT FINISHES First, brush on flat undercoat. Then apply second undercoat, slightly tinted with finish color. Last apply finish coat as it comes from can. For a gloss finish, use second undercoat made by mixing equal parts flat undercoat and gloss enamel. When using water-thinned paint, seal plywood with clear resin sealer, shellac or flat white oil point.

NATURAL FINISHES. For easy, inexpensive "blonde" finishes, first apply coat of interior white undercoat thinned so grain pattern shows through. (Tint if you desire color.) Apply clear lacquer, shellac or varnish. Attractive one-coat stain waxes are available in colors. If you prefer a dark stain, first apply a coat of clear resin sealer to subdue grain contrast.

THE ULTIMATE BRAKE SYSTEM

By Raymond E. Hoy



MRRC Controller wired for brakes is shown in background, battery pack with phone plug is in the foreground.

When dynamic braking was finally developed, the improvement in lap times over the old "cut-off and glide" style that was necessary when running without brakes, was fantastic. The cut-off point into any given corner could be moved three to four times closer to the corner than without brakes. Needless to say, the reduction in lap times could be measured in seconds, and not fractions-of-seconds.

Here's the next step in braking, and as far as I can see, the last step, as I cannot see how it can be improved on. In the neat little package you see in the photo, is the ultimate braking device. It is extremely easy to install in your present wiring layout, and it gives a tremendous reduction in lap times over dynamic braking. A pair of penlight batteries, hooked in parallel in the wire running from the brake connection on your controller, (wire "C" in any standard hook-up) to the jackbox, provides the power to REVERSE your motor when you let up on the controller, which of course, puts the brakes on in a conventional dynamic braking layout.

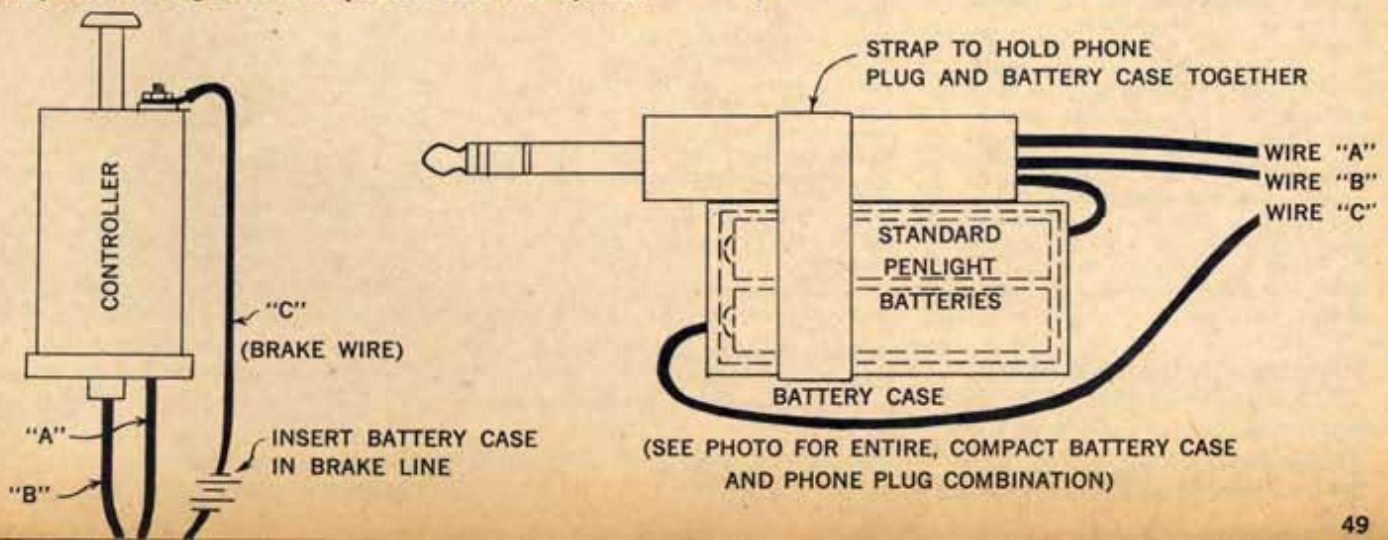
In a system that uses straight dynamic braking, there is still a certain amount of "gliding" involved, even though the motor is acting as a brake against the forward momentum of the car, but with battery braking, the motor is actually reversed and the rear wheels are turning BACKWARD while the car is still going forward toward the corner. Needless to say, this provides BRAKING! On extremely fast road courses, where there are very tight corners placed at the end of very long straights (usually by a fiendish designer) the use of battery braking can actually result in a gain of a couple of FEET over dynamic

braking without battery. The difference at the end of ten laps can be light-heartedly calculated to give you about a one lap lead over dynamic-braked cars. Interested?

To install this device, procure a penlight battery box such as is used in the model airplane industry for radio control work, or else buy one from a place such as Lafayette, Newark or Allied Radio. Dubro makes one, and they can be had in most well-equipped electronics stores. Buy one that accepts two standard penlight batteries. Disconnect the standard phone plug at the end of wire "C" and connect the end, instead, to one end of the battery box. Now take a short piece of wire and connect the other end of the battery box to the regular "C" connection on the standard 1/4" phone plug. This one wire, (the brake wire) is the only wire you will have to disturb. Now place the batteries in the case. If the rear wheels of the car *do not* reverse, but instead run faster forward, reverse the battery connections of the penlight battery case.

To make a neat looking package, strap the phone plug to the back of the battery case, as shown in the photo.

You will find that you will have to learn to drive the course all over again, now that you have new shut-off points. It will even require a little nerve to drive to the limit with battery braking.



SLOT RACING Track Directory

Alabama

G.B.A. Club, Rt. 1 Box 166, Grand Bay.
Dixie Raceways, Box 244, Loachapoka.
Monte Sano Road Racing Club, 2904 Thompson Circle, Huntsville.

Arizona

Warwick Slot Racing Club, 5602 E. 25th St., Tucson
Centennial City Model Road Racing Club, 915 Middlebrook Rd., Prescott.
Phoenix Miniature Auto Racing Assoc., Phoenix.
Phoenix Miniature Raceway, 3333 N. 24th St., Phoenix
Thunderjet Miniature Auto Racing Club, 6231 E. 24th Street, Tucson.
Continental Miniature Raceways, 4803 E. 22nd St., Tucson.

California

J's Junction Hobby Shop, Oxwood Raceway, 6015 Woodman St., Van Nuys.
Tandem Hobby Shop, 13862½ Chase St., Panorama City.
Bob's Hobbies-Crafts, 2226 E. 4th St., Long Beach.
Babcock R & D, 836 S. La Brea, Inglewood.
Rustic Oak Slot Racing, Hiway 9, Felton.
Oxwood Raceway, 6015 Woodman Ave., Van Nuys.
South Bay Raceways, 1213 Hermosa Ave., Hermosa Beach Phone 367-2811.

International Hobbies, 1809 Lincoln Blvd., Venice.
International Hobbies, 2302½ Artesia Blvd., Redondo Beach.
Le Mans Hobbies, 3909 Sepulveda Blvd., Culver City.
Ventura Hobbies, 11746 Ventura Blvd., Studio City.
Olive Heights Hobbies, 806 E. Lincoln, Orange
5th Ave. Hobby Shop, 2505 W. Manchester, Inglewood
Pico Drag Center, 9316 Whittier Blvd., Pico Rivera.
Ecurie Concours Model Car Racing Club, 4522 Madoc Way, San Jose.

Pioneer Raceway, 13331 Telegraph Rd., Whittier.
Norm and Bobbi's Raceways & Hobbies, 148 Main St., Jackson

Howard's, 1624 Contra Costa Blvd., Pleasant Hill.
Hobby Rama, 826 E. 1st St., Santa Ana.
Don Thompson's, 9630 Las Tunas, Temple City.
Golden Gate Model Road Racing Club, 326 Virginia Ave., San Francisco.

Antelope Valley Hobby Center, 45013 N. Yucca Ave., Lancaster.

So. San Joaquin Slot Racing Ass'n., 4022 University Ave., Bakersfield.

Anaheim Miniature Auto Racing Ass'n., 1158 N. Catalpa, Anaheim.

Western Model Raceways, 13204 S. Western Ave., Gardena.

Telco, Inc., 4718 E. Home Ave., Fresno.

Fresno Hobby, 3033 Tulare St., Fresno.

Sabring Miniature Auto Racing, 8504 Garden Grove Blvd., Garden Grove.

Miniature Racing Center, 1526 Del Monte Blvd., Seaside.

D & S Hobby, 184 San Antonio Rd., Mt. View.

K. P. Hobby Shop, 7716 Beverly Blvd., Los Angeles.

International Raceway, 1545 Locust St., Walnut Creek.

House of Hobbies, 1829 Badillo, West Covina.

Riverview Hobby, 215 Roberts Lane, Bakersfield.

Reginald Denny's Hobby Shop, 1501 N. Western Ave., Hollywood 27.

Pasadena Speedway, 1306 N. Lake Ave., Pasadena

T & P Raceway, 805 Kerney, Modesto.

International Raceway, 1554 Locust, Walnut Creek

Ron's Hobbies, 1131 Los Angeles Avenue, Simi.

Marina Raceway, 12901 Venice Blvd., Los Angeles

R & L Hobby, 2393 E. Washington Blvd., Pasadena.

Davis Speedway, 4926 Paramount Blvd., Lakewood.

Bob-N-Anna Hobby & Pet Shop, 7300 Eastern Ave. Bell Gardens.

Hobbyville, 656 Arrow Highway, Pomona.

Dean's Hobbyland, 23754 W. Lyons Ave., Newhall.

Huston's Hobby Shop, 335 So. 1st St., San Jose.

Mini Raceway, 718 E. Chapman, Placentia.

Miniature Grand Prix, 1512½ Baker St., Costa Mesa.

Miniature Grand Prix, 17712 Chatsworth, Granada Hills.

Miniature Grand Prix, 17622 Sherman Way, Van Nuys.

Miniature Grand Prix of Orange, 3702 East Chapman, Orange.

Miniature Grand Prix of Van Nuys, 13360 Sherman Way, Van Nuys.

"Scaleways," 1760 South 7th. Street, San Jose.

"Whittier Raceways," 1521 West Whittier Blvd., La Habra.

Smitty's Hobby Shop, 16548, E. 14th., San Leandro.

Internat'l Roadracing Hobbies, 20831 D. Roscoe Blvd. Canoga Park.

Modelcraft, 1150-52 Carson & Orange, Long Beach.

Eastown Raceway, 1160 N. East Street, Anaheim

Unique Modelcraft, 10020 San Pablo, El Cerrito

The Pit Stop, 14414 Ventura Blvd., Sherman Oaks

7th Street Speedway Hobbyshop, 3430 E. 7th St., Long Beach 4, Phone: 433-9323.

Bud's Hobby Shop, 125 W. Main St., Tustin.

Atlantic Raceways, 10909 Atlantic Blvd., Lynwood.

Eastown Raceway, 1160 No. East Street, Anaheim.

Four Horseman Road Racing Club, 2914 Sunset Lane, Antioch.

Burbank's House of Hobbies, 923 West Olive Avenue, Burbank.

Hobby Concourse, 14818 Ventura Blvd., Sherman Oaks.

Stillings' Bros. Toy Center — Model Car Racing, 939 Tennessee Street, Vallejo.

Bob's Hobby Shop, 1810 Springs Road, Vallejo.

L & S Raceways, 1169 — 23rd Avenue, San Pablo.

Al's Hobby Mart, P. O. Box 11523, Palo Alto.

Hap & Nick's, 6015 Foothill Blvd., Oakland.

Unique Modelcraft, 10020 San Pablo Avenue, El Cerrito.

Rigg's Speedway, 2190 Solano Way, Concord.

Pit Stop, 266 E. Campbell Avenue, Campbell

Fitz Pitstop, 1921 Florin Road, Sacramento.

Airport Raceways, 6382 Freeport Blvd., Sacramento.

Treadburns Slot Racing Club, 2720 Wishon, Fresno.

Central Valley Raceway, Stockton.

Lafayette Speedway, 3421 Golden Gate Way, Lafayette.

Yonder's Hobby Haven, 214 So. "B" Street, San Mateo.

Smitty's Hobby Shop, 16548 E. 14th Avenue, San Leandro.

Edna & Jerry's, 4127 — 18th Street, San Francisco.

Greenback Raceways, 6133 Illinois Avenue, Orangevale.

Hendrick's Hobbies, 433 San Pablo Avenue, Albany.

Richmond Auto Hobbies, 12471 San Pablo Avenue, Richmond.

Napa Hobbycraft, 1102 Pearl Street, Napa.

Napa Speedway, 1831 Lincoln Avenue, Napa.

Miniature Road Racing Club of Vallejo, 939 Tennessee Street, Vallejo.

Vallejo Slot Racing Association, 1810 Springs Road, Eastown Raceway, 1160 N. East Street, Anaheim

Harry's Hobby House, 7204 S. Western Ave., Los Angeles

Colorado

Aurora High Model Club, c/o Stan Reeves, 10th and Newark, Aurora 8.

Model Hobby Shop, 38th and Federal Blvd., Denver.

Colorado Model Raceways, 3053 S. Broadway, Denver.

Connecticut

House of Hobbies, 22 Nashawena Ave., West Haven.

Hobbiart, Inc., 4713 Kirkwood Highway, Wilmington.

Amato's Hobby Center, 420 Main Street, Middletown.

House of Hobbies Dragstrip, West Haven.

Delaware

Wilmington Bellefonte Timing Association, 601 Brandywine Blvd., Gordon Heights, Wilmington 3.

Hobbiart, Inc., 4713 Kirkwood Highway, Wilmington.

Florida

Hobby Crafters, 5735 Park Blvd., Pinellas Park.

Mr. B's Paints & Hobbycraft, 10020 N. 30th, Tampa.

Five Flags Min. Car Club, 529 S. 1st., Pensacola

Cars Unlimited, 3845 S. Tuttle Ave., Sarasota.

Frostproof Raceway, 16 Wall St., Frostproof

Mini-Car Raceways, 3575 Davie Blvd., Fort Lauderdale

Orange Blossom Hobby Shop, 1896 N.W. 36th St., Miami

Grand Prix Hobbys, N.W. 7th Ave. & 183rd St., Miami

Abott Hobbies, Northside Shopping Center, Miami

Georgia

Slot Hawks, Rt. 3, Box-367, Griffin.

Atlanta Miniature Racing Ass'n., 794 Marietta St., N.E., Atlanta.

Slot Racing Club, 2503 Acorn Ave., NE, Atlanta

Idaho

Whitney Hobby House, Inc., 930 Vista Ave., Boise.

Illinois

East Coventry Race Course, 1328 Madison St., Evanston.

Aurora Cycle & Hobby Center, 68 S. Broadway, Aurora.

Speck's Bike & Hobby Shop, 328 E. North Ave.,

Mini-Slotters, 9116 So. Dante Avenue, Chicago.

Pit Stop Raceway, 5432 N. 2nd, Loves Park.

Dizziland Hobby Shop, 1600 Wabash Ave., Springfield.

Accurate Mower Repairs, 2643½ N. Cicero Ave., Chicago.

Eastwood Model Raceway, Eastwood & Metropolitan, Waukegan

North Shore Hobbymodels, Inc., 601 Davis, Evanston.

Sunset Hobby Shop, 2009 West Irving Park, Chicago.

Slot City, 5525 W. Chicago Ave., Chicago.

Hale Hobby House, 6059 W. 63rd Street, Chicago 38.

Midway Model Motoring, 5113 S. Lawler, Chicago.

SS & H H.O. R. A., 5618 S. Morgan, Chicago 60621.

Indiana

Glendale Hobby, 6101 N. Keystone, Indianapolis.

Broad Ripple Toy & Hobby, 6220 Carrollton Avenue, Indianapolis.

Bob's Hobby Shop, 713 N. Main St., Mishawaka.

Hobby Lobby, 1631 E. Main St., Plainfield.

Krull's Hobby Shop, 414 E. Washington, Ft. Wayne.

Possman Toy & Hobby, Southern Plaza Shopping Center, Indianapolis

Le Mans Raceways, 1419 S. 25th St., Terre Haute.

A. J.'s Raceway, U. S. Highway 40 East, Plainfield

County Line Raceways, 2707 N. D. St., Elwood

Les' Hobbies & Toys, 1300 E. 86th., Indianapolis

Edwards Variety Store, 5243 Rockville Road, Indianapolis

Hobby Fair, 7120 N. Michigan Road, Indianapolis

Camera & Hobby Shop, 1760 25th St., Columbus

Don's Craft & Hobby, 219 W. Van Buren, Columbia City

G & D Hobby, 72 S. 9th St., Noblesville

Hobbytown, 3430 N. Anthony, Fort Wayne

Smith Bike & Hobby, 1213 Main, Anderson

L & G Hobbycraft, 111 W. Center, Warsaw

Iowa

Sunnyside Racing Association, 2301 Gear, Burlington.

Marshall Miniature Speedway Association, 13 North 1st Street, Marshalltown.

Bob Diekmann, 1221 Commercial St., Algona.

The Hobby Shop, 716 10th St., Marion.

Stephens House of Trophies, Inc., 610 W. 3rd St., Davenport.

Tri-Scale Model Road Racing Ass'n., 813 West Second Street, Waterloo.

Kansas

"Sainty Ram Rodders," Located basement of First Methodist Church, St. Francis.

Herbert Williams, 2009 Clare Rd., Lawrence.

Pitt Strippers, 208 E. 23rd St., Pittsburg.

Kentucky

Frankfort Ave., Toy & Cycle, 2644 Frankfort Ave., Louisville.

The Hobby House, Algonquin Manor Shopping Center, Louisville.

Louisiana

Hobby Guide, 4513 Freret St., New Orleans.

Jerome Johnson, 800 N. Alexander St., New Orleans.

Hobbyville, 4401 Chef Menteur Hwy., New Orleans.

Maine

"The Pit Stoppers," 21 Rhode Island Ave., South Portland.

MARYLAND

Baltimore County Model Racing Club, c/o Harry Norris, Stevenson Road, Stevenson

Massachusetts

Witch City Model Car Club, c/o Roger Demers, 18 Silver St., Salem.

Herb Phinney, 52 Thistle St., W. Lynn.

BIC Racing Club, 15 Albion, Roxbury

John O'Brien, 12 Witt St., Lynn.

Bill's Hobby Land, 245 Essex St., Salem.

Dick Hassett, 156 Monticello Ave., Boston.

William M. McLearn, 7 "Y" St., Hull.

J. J. Slot Racing Club, 505½ Belmont Avenue, Springfield.

Bob's, 695 Grattan St., Chicopee Falls.

Kid Stuff Pit Stop, 32 Dedham Ave., Needham.

Modeler's Haven, 80 Manchester St., Lawrence.

Sand Stone Speedway, 27 Wesson St., Springfield.

Dick's Hobby Shop, 317 Broadway, Lynn

Garden City Raceways, 23 Country Dr., Beverly

Michigan

Ford Auto Speedway, 381 Brentwood Dr., Inkster.

Schubert Creek Raceway, 15250 Leaning, Detroit

Seaway Speedway, 2700 Fort, Trenton.
Spartan Hobby, 227 Ann St., E. Lansing.
The Groove Raceway, Main St., Royal Oak.
Rite-Way Hobby, 16137 Schoolcraft, Detroit.
Meri-Five Coin & Hobby, 31208 5 Mile Rd., Livonia.
Train Center, 33601 Plymouth Rd., Livonia.
Whitestone Hobby, 19505 7 Mile Rd., Detroit.
Norwest Detroit Hobby, 18940 W. 7 Mile Rd., Detroit.
Detroit Model Raceway, 11333 Van Dyke, Detroit.
Al's Hobby, 13660 Fort St., Southgate.
Wayne Hobby, 34816 Michigan Avenue, Wayne.
J. J. Hobby, 14241 Harper, Detroit.
Hy's Toy & Hobby, 9 Mile at Coolidge, Oak Park.
Tracy's Speedway, 4319 Milan SW, Wyoming 9.
Jack's Model Shop, 3502 Fenton Rd., Flint.
S-G Model Race Club, 20400 Hanna, Detroit.
The Curio Shop, 2423 N. Cedar St., Holt.
Stapletons Slot Raceways, M59 & Pontiac Lk. Rd., Pontiac.

Minnesota

"The Rubber Wreckers", c/o Ken Jensen, 788 Forest Dale Road, New Brighton
Medical Center Cycle, 5640 W. Broadway, Minneapolis.

Missouri

Ecurie Liberty Club, 906 West Hiway 10, Liberty.
Dunn's Den, 7114 Prospect, Kansas City.
Keencraft Hobby Center, 5300 E. 24th St., Kansas City.
Model Car Racing Club, 6304 Westminster Place, St. Louis 30.
Official Model Car Raceways, 9723 St. Charles Rock Rd., St. Louis

Montana

Magic City Model Racing Assoc., 132 Santa Fe Dr., Billings.

Nebraska

Traction Masters, 5513 Woolworth Ave., Omaha.
Hobby Center, 6111 Military Ave., Omaha.
Traction Masters Ass'n., Omaha 6.

New Hampshire

Model Road Racing Club, Box 296, Charleston.
New England Hobby & Sports Center, 94 W. Pearl St., Nashua.

Nevada

"Henderson Sidewinders," 19 Water St., Henderson.

New Jersey

Richard Erickson, 517 80th St., North Bergen.
Totowa Hobby Shop, 388 Union Avenue, Paterson 2.
Instant Speedway, 649 Laurel Ave., Hazlet.
Colonia Speedways, 70 Berkeley, Colonia.
Tiny Tots, Inc., Route US 22 East, Greenbrook.
Richard N. Hughes, 45 Hemlock Road, Short Hills.
Tom Ferguson, 22 Hollis Dr., Ho-Ho-Kus.
Alan Douglas, 160 Lincoln.
Tri-O-Rama, U.S. Route 46 Parsippany.
Vince's Hobby House, 555 Lexington Ave., Clifton.
Nassau Hobby, 142 Nassau St., Princeton.
Slot Rodders, 170 Natrona Ave., Trenton.
Tiny Tots, Inc., 236 W. Front St., Plainfield.
Hi-Way Hobby House, U.S. 17, Ramsey.
Rich's Hobbytowne, Inc., U.S. Route 46, Parsippany.
Hunt Track Raceway, 1241 Folkstone Way, Cherryhill.
Scale Speedway, 73 Fairview Avenue, North Plainfield.
New Jersey Slot Racing Ass'n., 62 White St., Red-bank (change).
Danny's Hobby Shop, 179 N. Washington Ave., Bergenfield.

New Mexico

Rat Fink Raceways, 1704 Central Ave., S. E., Albuquerque.

New York

Hobby Haven, 688 Winton Rd., 6 Rochester 9.
Frank's Speedway, 4263 Cameron Dr., Williamsville 21.
Mountaineers, Box 354, Woodstock.
Westchester Miniature Auto Racing Society, Earl Symonds — 104 Highland Ave., Yonkers.
Polk's Hobby Department Store, 314 Fifth Ave., New York City.
A & J Hobby House, 19 Auburn Ave., Utica Slot Racing Club, 33 Taft Ave., Latham.
"The Scavengers," 230 Whitehall Road, Albany.
East Schodak TT Racers, East Schodak, New York 12063.
Race-A-Rama, 3329 Bailey Ave., Buffalo.
T.R.A. Mill-Masters, 409 Elk St., Albany.
Chaparrals, 1727 Meckons Ave., Niagara Falls.
Miniature Race Club, 35 Mitchell Rd., Rochester.
Newark Slot Racing Club, 124 Rose Dr., Newark.

Matthew Purzycki, 26 Purdue Rd., Glen Cove.
Bill Meditz — 66-49 60th Pl., Ridgewood.
Rochester Raceways, 623 Portland Ave., Rochester 9.
Model Builders of America, 432 E. 149 St., Bronx.

North Carolina

Catamba Auto Modeler's Slot Division, 516 Belmont Rd., Belmont.
Bill Scott, 5301 Randolph Road, Charlotte.
John Zamzow, 3900 Sulkirk Rd., Charlotte

Ohio

Jerry Osborne, 6127 Hammel Ave., Cincinnati.
Lakewood Scale Model Raceways, 17114 Detroit Ave., Cleveland.
Carroll Course, 2729 Cypress Way, Cincinnati.
Forest City 1/25thers, c/o Ron Smith, 3344 Linden Rd., Rocky River 16.
Lusch Hobby Shop, 812 Bennett St., Marion.
Slot Racing Center, 3154-56 Madison Rd., Cincinnati.
Race-O-Rama, 15711 Madison, Lakewood 7.
The Toledo Groove, 1064 Laskey Rd., Toledo.
Richard Grossman, 2910 Washington Blvd., Cleveland Heights 18.
Mark Stewart, 1078 Stewart St., Newark.
Slot Racing Ass'n., 523 South St., S.E., Warren.
Slotters, Inc., 1141 N. Memorial Dr., Lancaster.
Pit Stop of Toledo, 820 Starr Ave., Toledo.
Race-O-Rama, Inc., 15711 Madison Ave., Lakewood.
Atomic Speedway, Rt. 2, Box 174, Ironton.
Parma Model Raceways, 5421 Pearl Road, Cleveland.
Bedford Model Raceway, 689 Broadway, Bedford.
Garfield Model Raceway, 5829 Turney Road, Garfield.
Mound City Model Club, 1078 Stewart Street, Newark.
Bissell Raceways, 216 Elm St., Findlay

Oklahoma

Speedcraft Hobby Center, 700 N. Main St., Owasso.
Oklahoma City Slot Racing Ass'n., Eureka Enterprises, Inc., 2712 N.W. 10th St., Oklahoma City.
Big Top Hobbies, Hillcrest 2108 S.W. 59, Oklahoma City.
Robin Ridge Miniature Hot Slotters, 3009 Robin Ridge Rd., Oklahoma City.
Riding Raceway, Big Top Toy & Hobbies, 933 S.W. 44th., Oklahoma City.
Hillcrest Raceway, Big Top Toy & Hobbies, 2110 S.W. 59th., Oklahoma City.
Park Plaza Raceway, Big Top Toy & Hobbies, 3719 Spring Lake Dr., Oklahoma City.
Lakeside Raceways, Big Top Toy & Hobbies, 7421 N. May, Oklahoma City.
Kar-Kraft Hobby Center, 3931 N.W. 10th., Oklahoma City

Oregon

Northwest Scale Racing Association, 1728 N.E. 40th St., Portland.
Western Scale Speedway Ass'n., 480 Minnesota St., Lebanon.
Miracle Miles, Highway 101, Box 643, Taft.
Pacific Northwest Miniature Racing Ass'n., 426 State St., Salem.

Pennsylvania

Carmichael's Slot Car Racing Ass'n., 212 Pine St., Carmichael.
Baby Town Toys, Germantown Pike & 202, Norristown Sq., Norristown.
Jay McCoy, 272 Broughton Lane, Villanova.
Trainorama, Inc., 3401 Saw Mill Run Blvd., Brentwood.
Allied Hobbies, 21 So. 16th St., Phila.
Drag City, Street Rd., & Bustleton Pike, Feasterville.
Northmont Slot Racing Ass'n., 703 Crescent Ave., Redding.
Presque Isle Model Speedway, 1031 State Street, Erie.

Rhode Island

The Snake Pit, 132 Brook St., Woonsocket.
Cumberland Roadway, 244 Hilltop Rd., Cumberland.

South Carolina

Model Auto Racing Association of Columbia, 1801 Green St., Columbia.
Model Raceways, Inc. #1, 4119 W. Beltline Boulevard Columbia.
Model Raceways, Inc. #2, 1129 B. Avenue, West Columbia.
Model Auto Racing Ass'n., of Columbia, 2512 Canterbury Rd., Columbia

SOUTH DAKOTA

Tom's Hobby Shop, Third Avenue and Lincoln, Aberdeen

Tennessee

Hobbycraft, 4003 Hillsboro Rd., Nashville.

Southern Appalachian Miniature Road Racing Assoc., 914 E. Center St., Kingsport.
Slot Car Racing Assoc. of Morristown, 632 Houn Dr., Morristown.
Model-Rama Raceway, 3177 Poplar Ave., Memphis.

Texas

Ohmco Raceway, 837 W. Davis, Dallas.
Hobbyland Raceway, 1420 N. McCullough Ave., San Antonio.
S & L Raceway, c/o James Smith, 717 So. 11th, Temple.
Austin Scale Road Racing Ass'n., 1702 Red River St., Austin.
Hobby Town, 5224 Cedar St., Houston.
Rose City Rodders, 3700 Bain Pl., Tyler.
Action Speedway, 837 W. Davis St., Dallas.
Ace Hobbies, 5409 Nordling, Houston.
The Slot, 4948 Hondo Pass Drive, El Paso 79904.
Boien's Toy Palace, 14 Westcliff Center, Fort Worth

Utah

Utah Modelcar Speedways — Douglas Models, 122 E. 2nd South, Salt Lake City.
Keith's, 170 East 8th So., Salt Lake City.

Virginia

National Capital Model Raceway, 1125 W. King St., Alexandria.
Miniature Auto Hobby-Rama, 519 S. 23rd St., Arlington.
Hopkins' International Speedway, 3808 Cambria St., Lynchburg

Washington

Parkers, Burien Hobby Center, 619 S.W. 152nd, Seattle.
Empire Hobbies & Crafts, 6740 Empire Way South, Seattle.
Pit Stop Speedway, 12706 Rent On Ave., So. Seattle.
Chrystall Hobbies, 415 Capital Way, Olympia.
Columbia Cycle & Toy, 134 S. Mission St., Wenatchee.
Slot Racing Assoc., 4744 - 37th SW, Seattle 26.

WEST VIRGINIA

So. Chas. Speedways Slot Racing Club, 5007 Indiana Avenue, South Charleston, West Virginia.
T-Jets, 313 Park Avenue, Beckley

Wisconsin

Settra, 2024 N. 48th St., Milwaukee.
Road Angel Auto Club, 1056 Elmore St., Green Bay.
Oklahoma Hobby Shop, 1103 W. Oklahoma Blvd., Milwaukee.
Tri-City Dragway, c/o Dennis Schmidt, Box 216, Stratford.
Midwest Scalextric Associations, 2474 So. 5 Place, Milwaukee.
Racing Association, 1337 So. 86 St., West Allis.
Friess Hobby Studio, 47 N. Main St., Fond du Lac.
The Gear Strippers Racing Club, 7911 West Edgerton Avenue, Milwaukee.
Uptown Raceways, 14th St. at Washington Ave., Racine

Canada

Maxport Slot Car Racing Club, 5 Selmar Road, Weston, Ontario.
Rigby's Variety Shop, 3847 Bloor St., West, Islington, Ontario.
Tom Carter, 53 Columbia St., W., Waterloo, Ontario.
Etobicoke Model Racing Car Club, Rigby's Variety Hobby, 3847 Bloor St., W. Toronto.
Maxport Racing Club, 5 Selmar Ave., Toronto.
Klein's Hobby & Sporting Goods, 3187 Bathurst St., Toronto.
Joe's, 1616 Gerrard St., E., Toronto.
Hamilton & District Model Car Racing Club, 39 Russell St., Hamilton, Ontario.
Ken Hopkins Cycle & Sports, 2610 Yonge St., Toronto 12, Ontario.
Dave Chornell, 8604 137th St., Edmonton, Alberta.
Model Racing Club, 2760 Alma Rd., Vancouver, B.C.
Maple Leaf, 9097 - 147 A Street, N. Surrey, British Columbia.
The Vancouver Model Racing Car Club, 2804 Euclid Street, Vancouver, British Columbia.
Zoom Miniature Race Tracks Ltd., 346 Cumberland Avenue, Winnipeg, Manitoba.
Drummond Slot Racing Club, 75 Gall Boulevard, Drummondville, Quebec

PHILIPPINE ISLANDS

1/32 Model Speedway Racing Club, 193 Somme Street, San Juan, Rizal

MCS

Spotlights: TRACK of the MONTH

RACE-A-RAMA

This exciting new commercial raceway was recently opened in Buffalo, New York by John Kavulich and Bernie Paul of Niagara Hobby Distributors to help promote the new hobby/sport of model car racing and provide an outlet for their merchandise.

As Bernie Paul put it, "We just wanted to sell the idea of model car racing to others. I'm in the wholesale business and we want this to be a showcase. Niagara Hobby Distributors, as well as the other affiliated General Hobby distributors, would be delighted to cooperate with all interested hobby dealers or persons desirous of establishing road racing tracks in their own communities."

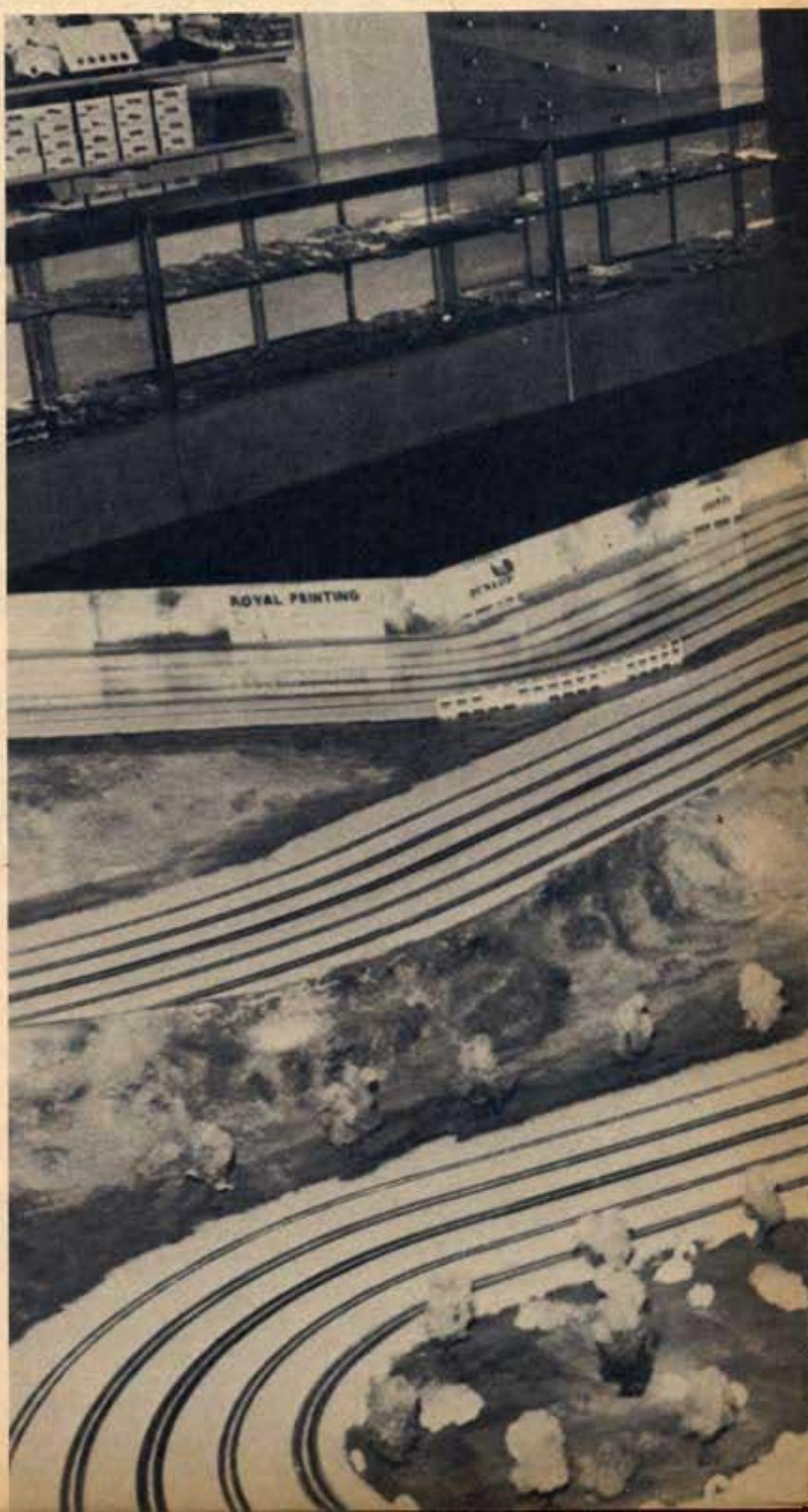
Paul continued, "Our purpose was to develop a practical, economical and commercial means of opening and operating a profitable road racing layout. And, with Revell's help, we were delighted to find that the techniques suggested and used, could produce such wonderful results from a cold start."

The Race-A-Rama operation has three tracks plus one drag strip. There is a six-lane 114-foot road course for 1/24th and 1/25th scale cars, a five-lane 127-foot course for 1/32nd scale cars, a six-lane 88-foot high speed banked figure eight, and a four-lane 80-foot drag strip.

To kick off the opening of Race-A-Rama, the Toronto Racing Club and the Detroit Model Raceway Club were invited to compete. The Toronto group was headed by George Maxwell. Jordan Shettel was the top man from the Detroit Model Car Racing group. From the way the races went, the boys from Toronto should probably have stayed at home. It was Detroit all the way — with First Place going to Shettel, Second Place to Charles Currier, Third Place to Bill Wilson and Fourth Place to Ron Green. There were also three women members on the Detroit team, and they gave the boys a real run for their money.

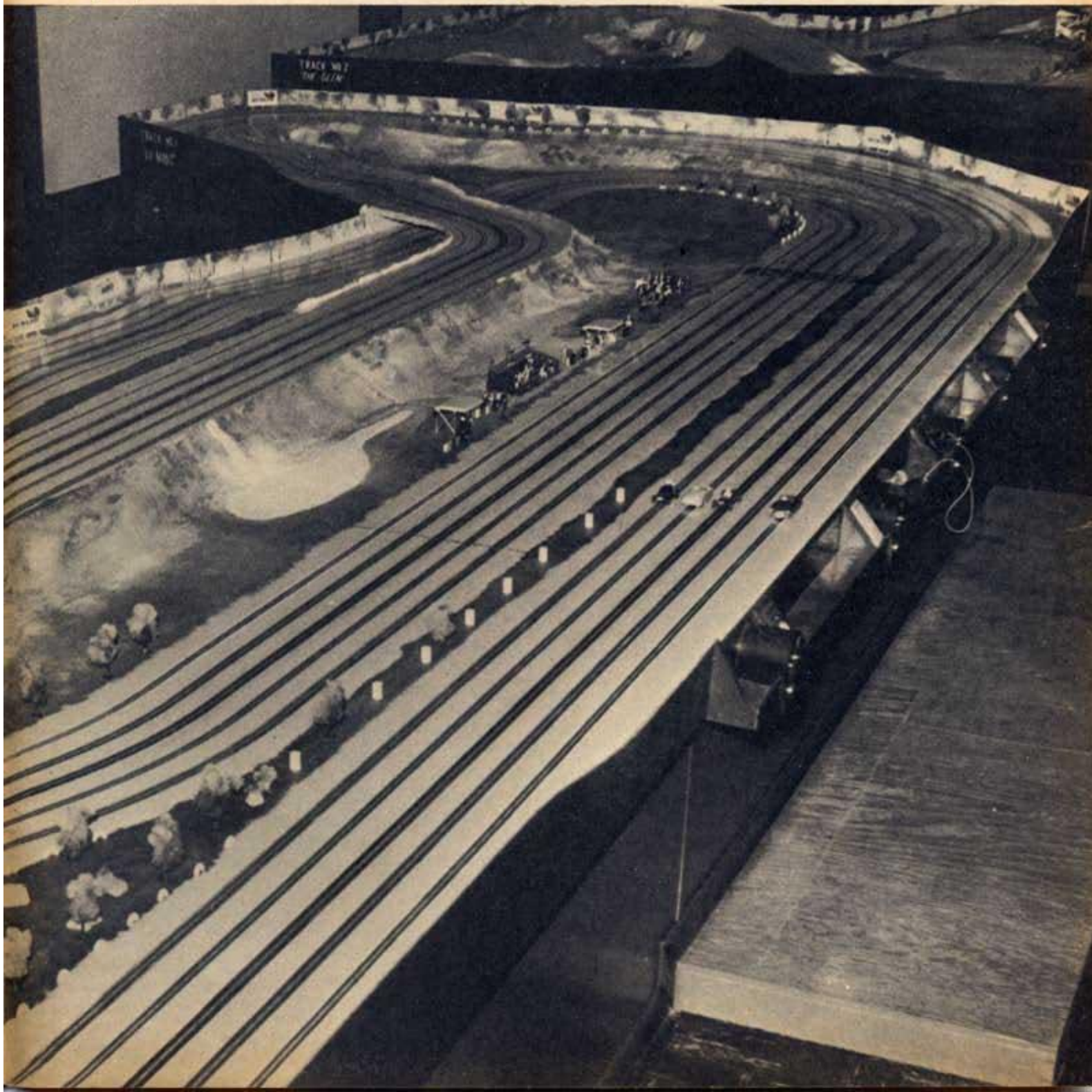


Mr. Ed Carrier, builder of the RACE-A-RAMA tracks, and owner of Detroit Raceways, was on hand with his wife and three children at the opening of RACE-A-RAMA.



Mr. and Mrs. Don Fields, proprietors of a nearby hobby shop also manage RACE-A-RAMA for Bernie Paul and John Kavulich.

RACE-A-RAMA has four exciting tracks: a six-lane 114-foot road course for 1/24th and 1/25th scale cars; a five-lane 127-foot course for 1/32 scale cars; a six-lane 88-foot high speed banked figure eight; and a four-lane 80-foot drag strip.



SLOT RACER'S

Work Shop

NEW IDEAS IN RACING MODIFICATIONS

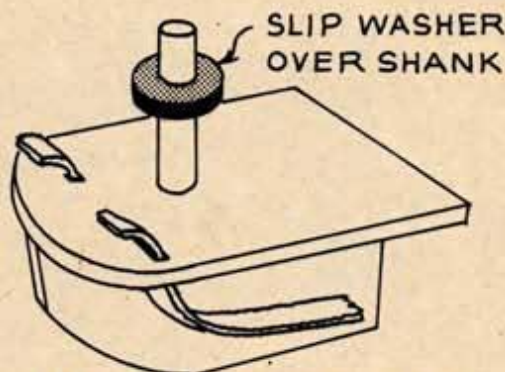
A SIMPLE WAY TO IMPROVE HANDLING

By Raymond E. Hoy

Very often it is the most simple device that saves the day in slot racing. The simple device that can make a fantastic difference in the handling of your car, especially if it is a Strombecker or similar "kit" car, is a washer, a plain simple washer, either in brass or one of the plastic spacers found in chassis kits that are used to vary the tread.

Many times the guide shoe does not penetrate deep enough into the slot to give the driver (especially a novice) very much control over his car. If the guide shoe only penetrated into the slot 1/16th of an inch, for example, his car would hold the curves only half as well as one with a guide shoe extending 1/8 of an inch into the slot. Elementary, but true, and very often overlooked.

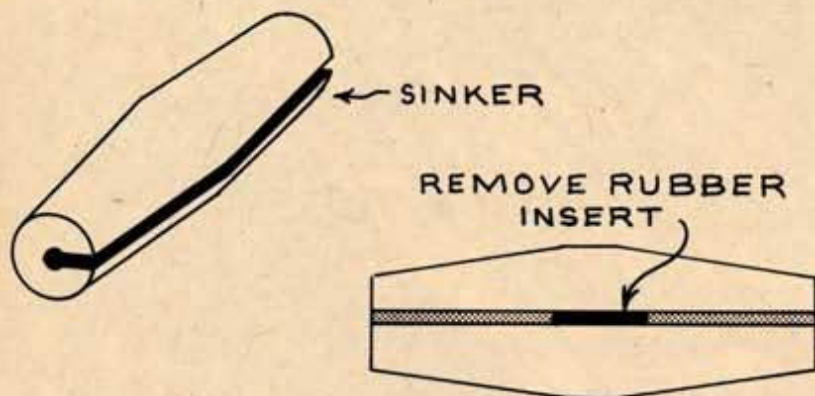
Simply disconnect the guide shoe from the chassis and slip a thin spacer or washer over the shank of the guide pin and place it back in the chassis. If the car still spins out much too easily, place one more washer on top of the first, and so on until you get deep enough penetration. Your car should handle much better.



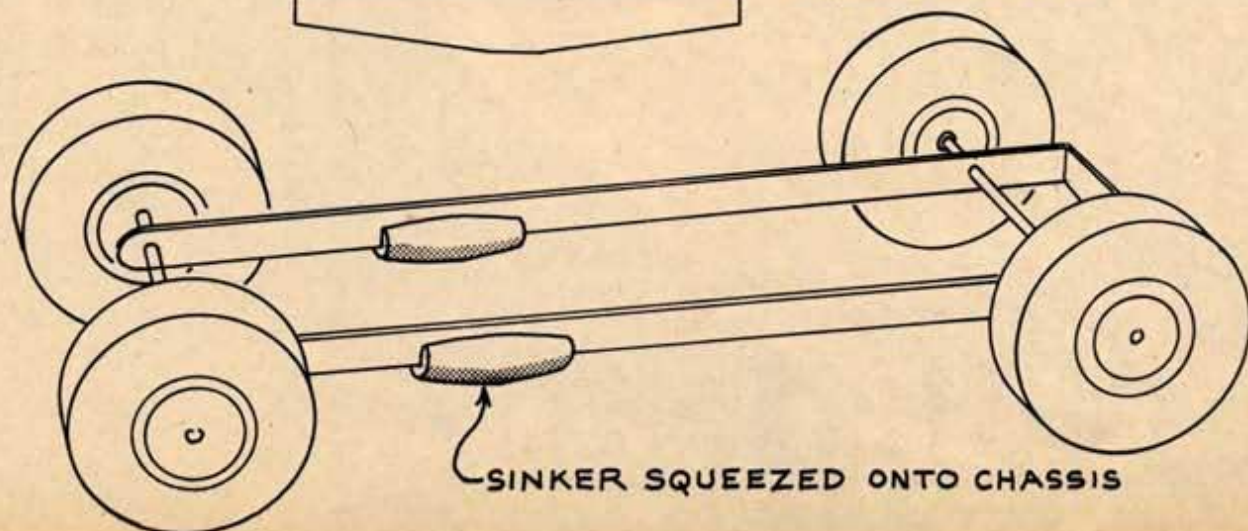
STANDARD GUIDE SHOE

WEIGHTING YOUR CAR

By George Siposs



"Use a fishing sinker as weighting medium." In order to properly balance your slot car it is necessary to attach weights to suitable parts of the chassis. One of the quickest ways to do this is to use an ordinary fishing sinker. These come in various sizes so you can experiment with the proper weight. Remove the rubber insert from the slot and attach the sinker to the chassis. Squeeze it on securely when the proper weight and position have been found.



BREAKING IN NEW GEARS

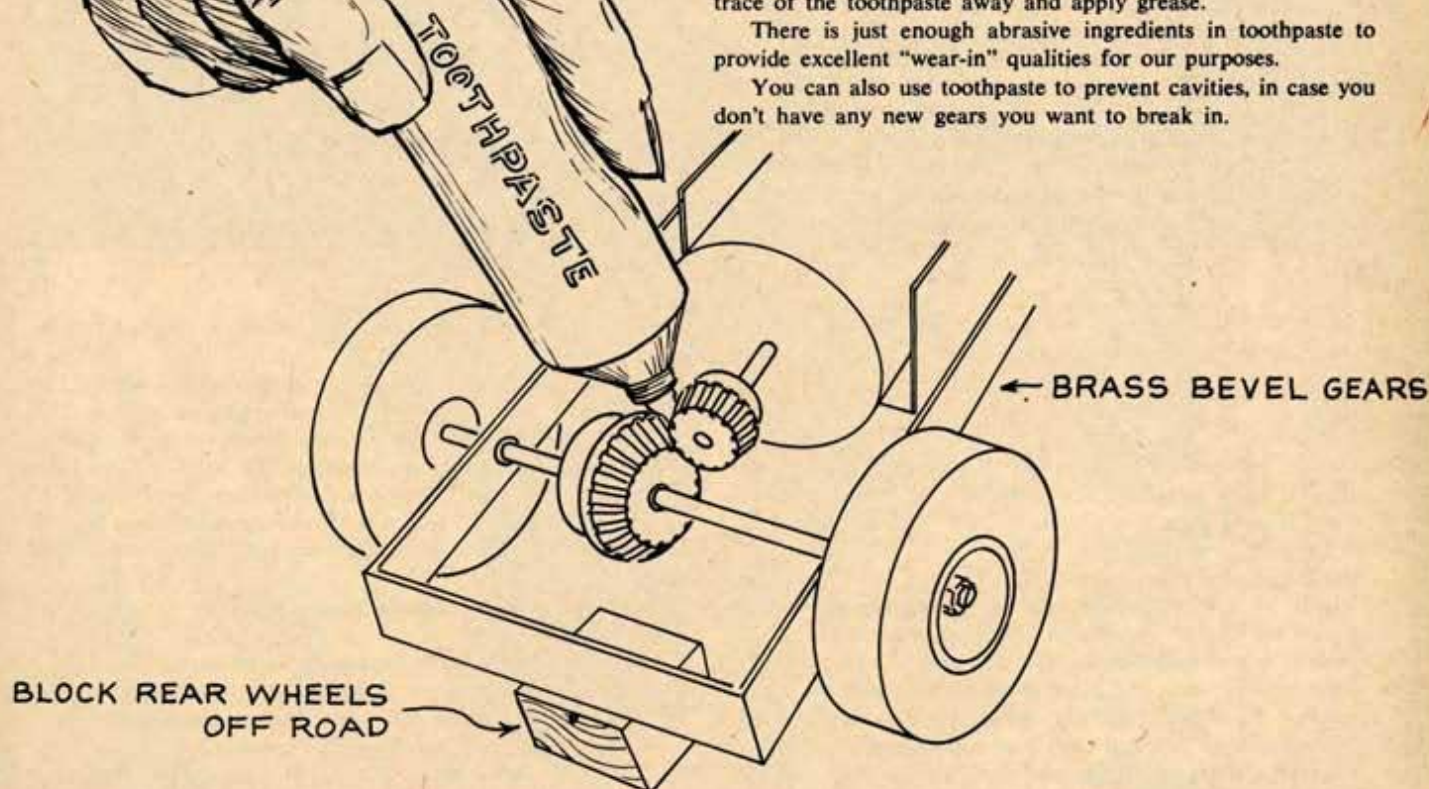
By Raymond E. Hoy

I hesitate to pass this tip along, for fear you'll think I've been doing too much racing and need a rest. However, good ideas should not be kept secret just because they are peculiar.

Most serious slot racer's use bevel gears made of brass in their road racing chassis. The best way to break in a new set of gears is to set the chassis, (minus body) over the track and block the back wheels off the road so they spin freely when the controller is pushed down. (A static test stand is ideal for this, such as the one made by DYNAMIC MODELS.) Take a tube of toothpaste and apply a small amount to the gears, just as though you were greasing them. Now run the motor slowly for about a half hour with the rear wheels rotating freely while blocked off the track. When the half hour is up, wipe every trace of the toothpaste away and apply grease.

There is just enough abrasive ingredients in toothpaste to provide excellent "wear-in" qualities for our purposes.

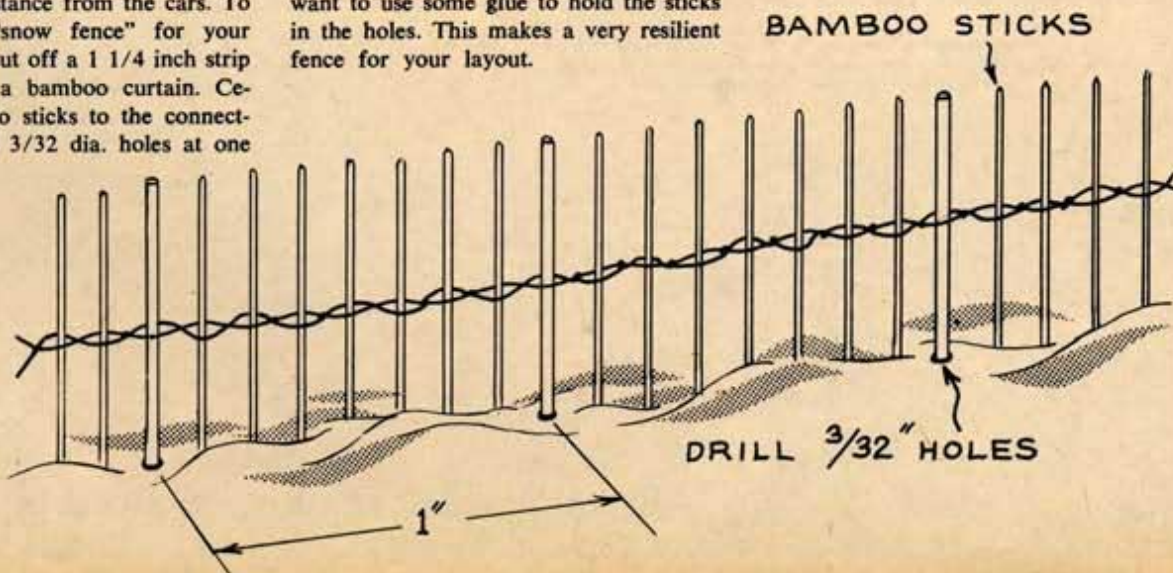
You can also use toothpaste to prevent cavities, in case you don't have any new gears you want to break in.

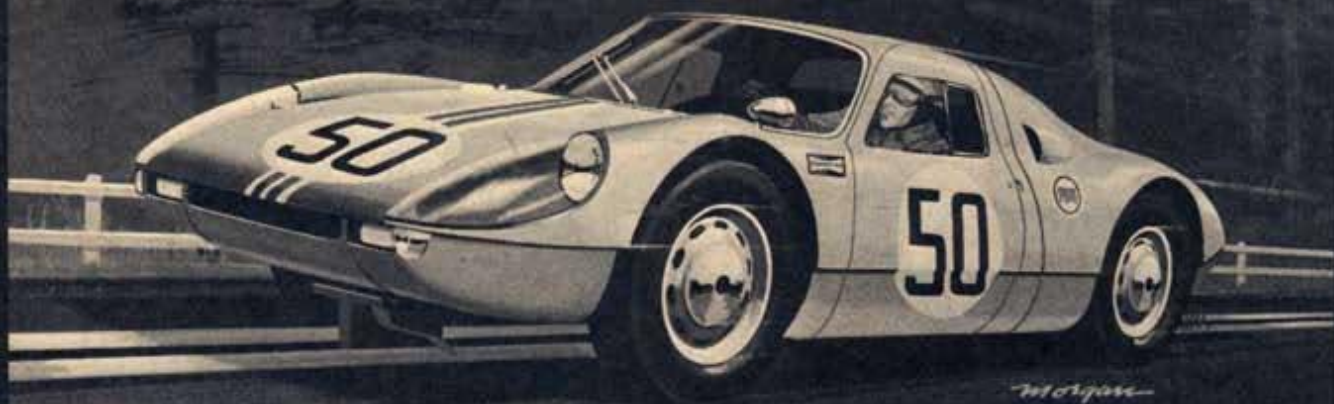


SNOW FENCE By George Siposs

In real sports car racing, the track has snow fencing around it to keep spectators at a safe distance from the cars. To make such a "snow fence" for your table top track, cut off a 1 1/4 inch strip off the end of a bamboo curtain. Cement the bamboo sticks to the connecting thread. Drill 3/32 dia. holes at one

inch spacing into the track and insert the corresponding stick into it. You may want to use some glue to hold the sticks in the holes. This makes a very resilient fence for your layout.





MONOGRAM GETS SPORTY

2 HOT NEW RACE CARS HIT THE SCALE TRAIL

The Porsche 904 GTS is Monogram's newest addition to their stable of 1/32nd racers.

ONE OF THE HOTTEST modified sports racers on the tracks is the Cooper-Ford. It's an aluminum-bodied Cooper Monaco powered by a 4.7-liter Ford Fairlane mill that turns out some 370 bhp.

Equally hot on the slot racing scene is a 1/32 version by Monogram Models, Inc. Powered by Monogram's Tiger X-100 motor, it is set to sweep the hobby equivalent of the rich Riverside and Laguna Seca events won on consecutive weekends by its prototype.

And the slot racer also has a "twin." It is a 1/32 exhibition model kit with fully detailed interior, plated exposed engine parts, and underbody cover. The exhibition model also can be adapted as a slot racing body with the addition of mounting brackets, wheel inserts and other parts supplied with the kit.

Features of the 81-piece slot racing kit include the Tiger X-100 motor, Tiger Traction Tires, true-turned aluminum wheels, a brass frame, a driver with optional skull head, authentic decals, performance tips and a combination wrench-screw driver for assembling the car.

The body is molded in thin, tough plastic and there are clear headlight covers and windscreen. Plated wheel hubs fit into the aluminum wheels, giving a perfect scale appearance.

Monogram has also added the Porsche 904 (Carrera GTS) to its fast-growing stable of 1/32nd scale slot racing model kits.

It is also accompanied by a separate exhibition model kit in the same scale.

The 904 is a Grand Touring car that conforms with F.I.A. (Federation Internationale de l'Automobile) requirements. This car has a rear-mounted 2-liter Carrera motor with four cylinders and double overhead cams delivering 198 bhp. at 7,000 rpm. It races at more than 150 mph and accelerates from zero to 60 mph in 6.4 seconds. Its record includes wins at Daytona, Sebring and Targa Florio since its introduction early in the 1964 racing season.

This slot racing kit has 86 pieces, including the new Tiger X-100 motor.

The exhibition model kit contains detailed interior and chassis parts. It also can be used as a slot racer body by using the mounting brackets, driver and wheel inserts supplied with the kit.

Monogram's recently-introduced collection of 1/32 slot racers now includes the Porsche 804 GTS; Cooper-Ford Modified Sports Racer, Ford Deuce Roadster and Racing MGA Sports

Seven Monogram racers in 1/24 include '34 and '36 Ford Coupes, a '40 Ford Pick-up, '55 Chevy Hardtop, '34 Duesenberg SJ and the Mercedes 540-K. All racers in both scales have companion exhibition model kits.

The Porsche 904 slot racing kit and the Cooper-Ford each retail for \$5.98. Exhibition model "twin" sells for 98 cents each.

Monogram's Cooper-Ford modified sports racer has 81 parts in the \$5.98 kit.



GANGBUSTERS

WANTED!

1928 LINCOLN



NEW 1/25 SCALE MULTIPLE KIT

- BULLET-RIDDLED GET-AWAY
- POLICE PURSUIT
- FAMOUS STOCK CLASSIC

CALLING ALL MODELERS! Be on the look-out for Gangbusters, screaming new kit series roaring out of the Twenties and Thirties. Screeching '28 Lincoln Sport Touring by Locke starts it off. The boys from Chicago wouldn't go any other way. Track it down. Build it . . . as a get-away, police pursuit, or stock classic! Go get 'em . . . like Gangbusters!

LOOK FOR THESE FEATURES . . . AND MORE!

STOCK CLASSIC: 60° V-8 engine • 60 chrome parts • Steering wheel turns front wheels • Removable front and rear seats • Convertible top and boot • Folding jump seat, luggage rack, trunk.

GET-AWAY AND POLICE: Bullet-riddled windshield, radiator, trunk • Two gangster figures with guns • Sub-machine gun and violin case • Sawed-off shotgun, .38 revolver, .45 automatic • Police siren, spotlight, decals.

• OVER 230 TOTAL PARTS!

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Longer than the Width of Teenage Shoulders!



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ONE-EIGHTH ACTUAL CAR SIZE • LENGTH 21 3/4 INCHES • WHEELBASE 12 INCHES

Famous GT Sports Coupe in the Grand Manner

Featuring Opening-Closing Doors • Crank Operated Windows • Steerable Wheels

Now you can build another big new and beautiful car model in the "grand manner." This one is the XK-E—the famous Jaguar Sports Coupe. It's the same big one-eighth scale as the fabulous Big "T" and Big Deuce.

This superbly detailed and authentic big scale model is our finest and most fascinating kit. Every line, every curve and the minutest detail of the XK-E has been reproduced with true-to-scale exactness. But even more, Monogram designers have caught in the model, all of the Jaguar glamour and classic flair and the beauty of its aerodynamically designed body.

We've put into it, all of the splendor the makers built into the original car and a lot of fine working features too, including windows that roll up and down. It even has a working front suspension, with coil springs in the shocks.

Kit contains 270 precision plastic parts in Jaguar red, black, silver, clear and gleaming chrome plate. Complete set of racing decals in colors included in kit.

See this grand model and kit wherever hobby kits are sold. Get a "Jag" kit for yourself and enjoy model making at its wonderful best.

feature feast

- Doors open and close
- Windows crank up and down
- Steerable front wheels
- Operating front suspension
- Front-end-hinged hood opens
- Fully detailed engine with triple S. H. HD. 8 type carburetors, spark plugs, ignition wiring
- Jaguar red body—no painting
- Chrome plated wire spoke wheels
- Realistic white wall tires
- Racing steering wheel
- Twin bucket seats
- Detailed dash with instruments



Jaguar interior through opened door, showing dash, console, racing steering wheel, window operating crank on far side.



Jaguar hood raised permits access to big engine, with 3 carburetors, air cleaner and dummy battery up front.



Monogram Models, Inc. Morton Grove, Ill.

Dynamic News

THE "WORD" FROM DYNAMIC MODELS

Vol. 1, No. 3

Van Nuys, California

November, 1964

GET INTO HIGH GEAR WITH DYNAMIC MODELS' QUALITY RACE CAR PRODUCTS

Now . . . you can add more speed and extra gear life to your model race car with these all-new "matched gears" by Dynamic Models. This large selection of pinion, spur and crown gears with their "matched" tooth form assures complete interchangeability with a minimum of wear and power loss.

With a very short break-in period, these gears with their high rpm, $14\frac{1}{2}^\circ$ pressure angle, will give the modeler maximum speed. All popular gear ratios can be obtained through the proper selection of Dynamic's "matched" gears, at your favorite commercial track or hobby shop now.

PINIONS



Dynamic's precision brass pinions are now available for .078" or .093" motor shafts and come with 8, 9, 10, 12, 14 and 15 teeth. These pinions are designed to mesh perfectly with either Dynamic's spur or crown gears. Dynamic is also furnishing a 15 tooth pinion for .125" motor shafts.



Plain Hole

Bossed

Threaded

SPUR GEARS

Dynamic's brass spur gears are available in three types — all with 28, 30, 36, 42 and 48 teeth.

- With $\frac{1}{8}$ " hole, boss and set screws.
- $\frac{1}{8}$ " short hole.
- 5-40 threaded hole.

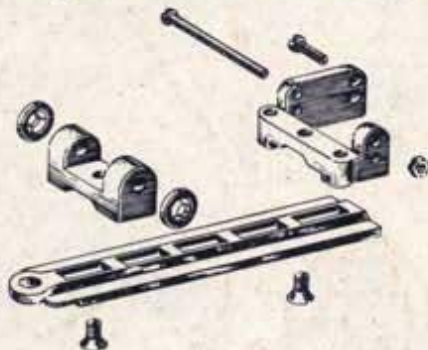
Extra holes machined in each spur gear to insure minimum weight.

CROWN GEARS



Dynamic's cast crown gears are also being supplied with 28, 30, 36, 42 and 48 teeth. Each gear is drilled, tapped and provided with 4-40 set screw. Extra holes insure minimum weight.

Try these gears on your next car. Not only can you obtain a wide range of ratios, but these gears will last — and power losses will be reduced.



COMPLETE CHASSIS FOR TYCO 901-902 & PITTMAN 196 Motors

This rugged, light weight chassis, with its low center of gravity is now available to all model race car fans for only \$1.59. Catalog No. 666.

OTHER NEW ACCESSORIES FROM DYNAMIC



Swinging Pick-up

If the standard chassis doesn't fill your need, you can now experiment with this swinging pick-up; a $\frac{1}{16}$ " wire front end or an independent rotating $\frac{1}{8}$ " axle front in $\frac{1}{32}$ or $\frac{1}{24}$ scale. All parts are completely interchangeable on your DynaMite Chassis.



Reverse Rim Holes



Reverse Rim Slots

Ask your dealer to show you Dynamic's new reverse rim wheels in $\frac{1}{32}$ and $\frac{1}{24}$ scale with slots and holes to lighten and decorate. These wheels sell for only \$.69/pr. and are guaranteed to be as concentric as any on the market.



Reverse Rim Boss

Dynamic also has a new reverse rim wheel with boss and set screw. These also are with holes and are only \$.89/pr.



For those who have their favorite flag with a $\frac{1}{8}$ " post, Dynamic now has a tongue to fit. (Ask your dealer for catalog No. 685.) A brass tongue is also available for those who want to solder.

SEND 10c FOR COMPLETE CATALOG OF ALL DYNAMIC MODELS QUALITY RACING ACCESSORIES

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